


Revolution

March 2025

The official magazine of  motorsport uk

RACE TO THE FUTURE

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The last month has seen us complete the annual winter training seminars with over 400 Clerks and Stewards attending from across the UK, including meetings in Scotland and Northern Ireland. Whilst the main purpose of these seminars is to impart the latest information

about rules and regs, it is also a valuable opportunity to get feedback from the community who act as a bell weather across many critical subjects in the sport, especially when things are changing for the new season.

As you will no doubt be aware, the two main projects over the last 18 months has been Sport:80, the new digital CRM platform, and the National Competition Rules (NCRs), the new digital version of our traditional Blue Book. As with any change it is inevitable that there is a crossover period from an old system to a new one and that causes a degree of extra work for everybody involved. For both projects the content is not fundamentally changing, but rather it is the format and presentation that has changed. You may well ask, why would we go through all this trouble to simply have the same output? The answer is that in both cases this is very much the beginning of a journey into a new digital world. Until now we have been heading up a cul-de-sac in both workstreams. Although we had gone some way to developing digital versions, they were ultimately constrained by the

platforms on which they sat. The new digital frameworks that we have developed for Sport:80 and the NCRs will over the next few years unlock enormous benefits to the community, with an ever-extending digital universe that connects our members, clubs, events, officials and volunteers as well as the event related information including results and eventually the cataloguing of vehicles to tie it all together. On the Blue Book, it is fair to say that few people would be able to recite all 468 pages and the move to a fully searchable and interactive digital format will release the inherent knowledge for all. This will be further enhanced with the introduction of an app-based format in the spring.

As I said, there have been challenges for the community in adopting the new Sport:80 platform and I thank everybody for their patience and persistence in finding your way through this new architecture. The good news is, that despite these adoption hurdles, the monthly permits and licences have not dropped below that of last year, with over 700 permits issued for January, February and March and a further percentage already completed for the balance of the year. Competition licences started in November and have accelerated faster than in previous years, one assumes due to the ease of use for many applicants. These are currently running five per cent above those of the last few years as we head towards the end of March. I mention these only to illustrate that although Sport:80 has required a good deal of extra energy it has not posed any fundamental concern for the sport to continue to thrive.

Claire Kirkpatrick



The annual winter training seminars had over 400 Clerks and Stewards in attendance

During the seminars we like to do live polling of the audience, with an app called Slido on people's phones. We were keen to see how this community had progressed with Sport:80 and I am pleased to say that the consistent feedback at every location was positive. On the NCRs we polled at the start and end of the sessions and again, after some workshop discussions, we had well over 90 per cent saying that they were now comfortable with implementation of the NCRs and acknowledged that they were a marked improvement in many respects over the old format.

I am sure everybody has read or heard with great interest the news stories around Artificial Intelligence or AI as it is known. Whilst I won't get distracted with the debate on the existential risks of AI, and will leave you to form your own judgements, it is something that is here to stay and Motorsport UK must grasp the potential that this offers in reducing red tape, bureaucracy and enhancing efficiency. As such we have launched an internal project to specifically look at how AI can improve our functionality across all our workstreams and at the same time consider the risks that it may pose to the sport and the governing body.

In 1948 the Royal Automobile Club secured a lease on an inactive World War II RAF airfield close to a small village called Silverstone. They converted the perimeter road into a racetrack and hosted its first Grand Prix in October of that

year. By 1950 Silverstone held the first Formula 1 Grand Prix Championship race, won by Giuseppe Farina in an Alfa Romeo, watched by King George VI. It has held all but 17 of the British Grand Prix races since then and can lay claim to being at the very heart of post-war British motorsport. The British Racing Drivers' Club (BRDC) took over the lease of Silverstone from the Royal Automobile Club in 1952 and subsequently purchased the site's freehold from the Ministry of Defence in 1971. Growing up in and around Silverstone, with my father as one of the very earliest members of the BRDC, and more recently having joined the Club myself, it was with great interest that I was invited to take part in a strategic planning session with all the various stakeholders in the broad geographical envelope that is today's Silverstone. I think it is fair to say that for many years the great success of Silverstone as a race circuit on the world stage was not matched by its financial stability, and this had been one of the main drivers to diversify their portfolio of assets and that in turn led to the creation of the Silverstone Business Park. As you enter the circuit now you are greeted not only by the Aston Martin Formula 1 team's shiny new factory but also an array of technology businesses that have sprung up around the perimeter. These are in addition to the Silverstone UTC which has built a fine track record in a specialised field of education that forms a key part of the motorsport jigsaw puzzle.



Silverstone has diversified its assets, but motorsport remains its core focus



James Roberts



Silverstone has commissioned Northampton University to conduct an analysis of all these various stakeholder trajectories and map out a potential future for Silverstone on a national and even global stage. It was a fascinating day spent with a huge array of people from industry, technology, engineering, education as well as the various and regional political bodies and representatives. I was almost a lone voice in the room to hold a singular focus on the long-term sustainability of motorsport in this country and we held interesting debates on just how much Silverstone's future should rely on its origins and still hold motorsport as its true north. Of course, we are reassured by the 10-year contract between Silverstone Circuits Ltd and Formula 1, with Motorsport UK providing a close partnership in that mix. Silverstone historically has been so much more than just the Grand Prix with everything from the racing school, club racing events, and a multiplicity of international championships from World Endurance Championship to World Rally Cross. I am sure that with the opening of the new international grade kart circuit at Silverstone there will be even greater ties to the motorsport community, but I hope that the broader ambitions of a technology and entertainment hub do not in any way detract from the key role it should play in motorsport.

Talking of Formula 1, for the first time in 75 years all the F1 teams came together for a joint launch at the O2 Arena in London, which seemed right given the UK's role as the birthplace of the championship, being the home of 8 out of the 10 Formula 1 teams, as well as the headquarters of Formula 1 Management. At its peak, their YouTube had 1.1 million concurrent viewers – this was a record with their

previous peak being 289,000. Across F1's YouTube, they had a total of 4.6 million viewers, with millions more expected to be watching across their rights-holding broadcasters around the world. The launch was followed swiftly by the first episode of Season 7 of *Drive-to-Survive*. The growth of F1 seems to know no bounds. I do have some concerns that for hundreds of millions of people around the world their only view of motorsport is a multi-billion-dollar industry with 20 of the most glamorous athletes on the planet, given that this doesn't reflect 99 per cent of real-world motorsport. However, the challenge is to make sure we leverage that enormous power and turn it to our advantage. And so, it was only a few weeks later that I met with our Minister for Sport, Stephanie Peacock, in her office in Whitehall, London. The occasion was a roundtable of several sports national governing body CEOs, with the purpose of providing some guidance to the minister on our challenges and potential opportunities. The key point I made was that historically the government in this country has been pretty disconnected from the motorsport industry and community, this is in part due to the fact we are not an Olympic sport and therefore sit outside traditional government funding models. But nonetheless it strikes me as extraordinary that with 80 per cent of the Formula 1 teams based here, we seem so reticent to shout about it. I think if that was the case in most other countries around the world, they would be proudly telling that story in bright neon across the sky.

I promised to keep you updated on progress with our pitch to bring the World Rally Championship back to the UK with a proposed event in Aberdeen, Scotland. We were again in Edinburgh just this week and gathered further momentum

The Motorsport UK Girls Karting Academy builds on the success of the F1 Academy Discover-Your-Drive programme



for the proposal and have now mapped out a pathway for the next steps. As we have been clear from the outset, although we have a fantastic venue and a world class organisational capability, it will ultimately come down to the support we can garner from local, regional and national government, and this is set against a competitive framework of other events, both sporting and cultural, that these bodies have presented to them. At this point all I can say is that we are making good progress and over the next few months I very much hope that we will be able to establish that the return on the investment for Scotland is compelling.

Last week we launched the Motorsport UK Girls Karting Academy, a new name for a programme that has been running for the past 18 months under the umbrella of the F1 Academy Discover Your Drive. The existing programme was a partnership between TeamSport, Motorsport UK and F1 Academy, however at the end of last year Susie Wolff and the Formula 1 management team took the decision to focus purely on international platforms for their career pathways and have therefore delegated to us and TeamSport to continue the work that they had started. This also coincides with a move that we have taken to extend our successful Motorsport UK Academy work into the karting pathway for both boys and girls. This now provides a clear pathway all the way from leisure karting, with TeamSport, to arrive

and drive karting in the form of Club100 and Daniel Ricciardo Series and into the new Champions of the Future programme that we launched at ASI in January. The output from last year's academy were two scholarships awarded to Freya Lally and Laila Fitzgerald the former having finished ninth in the finals of the British Indoor Kart Championships. We wish them both well for this season in Club100.

And finally, this week marks the announcement of a new title sponsor for British Formula 4 in the shape of Wera Tools who have extended their partnership with Motorsport UK from the successful Wera Tools British Kart Championship. This now completes the pathway from the age of six in the Bambino class right through to the first rung of the FIA single seater pathway. I would like to thank Wera Tools UK CEO, Ian Walford and his team for the faith they have placed in Motorsport UK and look forward to working with them to further strengthen the stable of young British drivers emerging on the world scene. 🌀

Wishing everybody a safe and successful month of motorsport ahead.

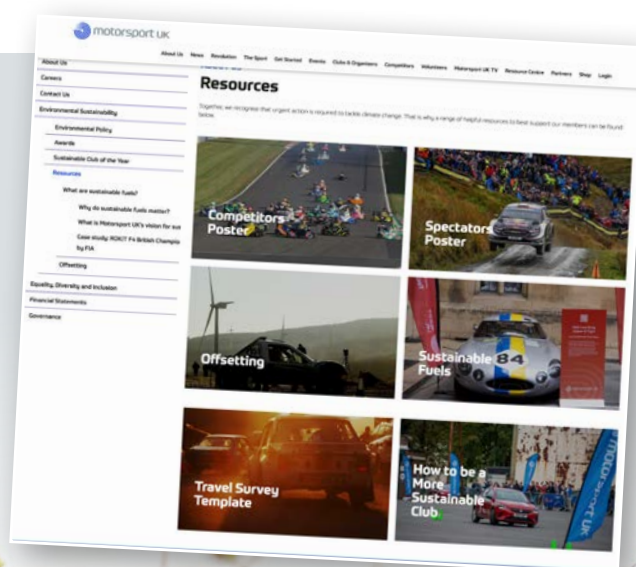
Best regards,
Hugh Chambers
CEO, Motorsport UK



British F4 welcomes Wera Tools as title sponsor for 2025

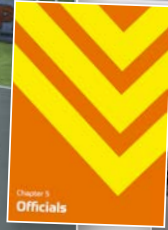
Inside this issue: **Race to The Future** explore the options available to help Clubs raise environmental awareness and the sustainability of motorsport; In **StreetCar Adventures**, four novice drivers report on their first outings behind the wheel; we join Plymouth MC in **Club Corner** to learn about a rally resurrection, and **On The Ladder** profiles four bright stars in the Motorsport UK Academy... plus **National Court** reports, **What's On** and **Championship results** this month...

10



Race to the Future
Enhance your Clubs'
environmental awareness
and take positive action to
safeguard our sport

Win one of 5 copies of VBOX SIM
— see page 16 for details



Latest News: Girls Karting Academy launched; Esports updates, RLOs Conference, EcoRally Scotland, 2025 Academy members, New Rescue Unit, and more...

48

StreetCar Adventures
Four novices take on AutoSOLO and Autotesting

58

Izzie Holman
Rowan Campbell-Pilling
Ruan Lowry
Taylor Barnard

On The Ladder
Members of the Motorsport UK Academy share their passions and aspirations

62

Club Corner
Plymouth MC has revived a significant local rally

66

What's On



demon tweeks

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How to start your sustainability journey

Environmental responsibility is not the work of a moment, but often small changes can have big effects. **Will Gray** explores the steps Clubs can take to make motorsport more sustainable

Formula E has raised environmental awareness in motorsport, and clubs can do the same



In the high-octane world of motorsport, where the organisation of Club activities is often spread thinly across a small pool of volunteers, it is easy to see why environmental sustainability could be considered challenging. However, if motorsport is to continue to prosper, we need to act and make that change.

Motorsport events can generate large carbon footprints due to fuel consumption, travel logistics and infrastructure demands, so taking environmental responsibility and adopting sustainable practices to reduce their impact is important, especially with the growing need to counter negative perceptions as environmental consciousness grows within society.

This is, however, not just about countering negative impacts. Motorsport has a long-standing reputation as a hotbed for innovation which creates the opportunity for members of the community to make a positive impact, supporting the development of cleaner fuels and energy-efficient technologies for racing and, ultimately, the entire automotive industry.

Jessica Runicles, Motorsport UK's Head of Sustainability, is leading efforts in this domain and she explains: "Motorsport UK is invested in supporting its Clubs to be more sustainable and as part of this, we have several resources that enable mindful consideration of our emissions and impacts part of day-to-day workings.

"There is already some great work being done by motorsport clubs and we hope to build on these positive achievements to support all Clubs to place attention on their sustainability practices. We want to uplift and amplify the work we are doing to ensure that people know about and support sustainability efforts as a collective."

Developing a Plan

Motorsport UK is on a mission to help Clubs improve sustainability practices, as it works towards a more environmentally friendly future for the sport across the nation. In recent years there has been increased attention placed on the negative impacts of motorsport events, but in many cases some relatively small efforts can deliver significant benefits.

To encourage Clubs to make an impact, the Motorsport UK Sustainability Accreditation – which has now been awarded to nine Clubs, with two more under review, and 15 working towards it – presents a clear pathway to achieve meaningful improvements, with well-defined step-by-step guidance to develop an Environmental Management System (EMS) for events and activities.

Bath Motor Club was the first to attain accreditation, in 2021, and also received the first Motorsport UK Environmental Sustainability Award two years later. Andrew Cross, the Club's sustainability leader, explains: "For decades, many of our members had appreciated the issue of climate change and the rising pressures on motorsport to become cleaner.

"The club first started to take positive action on this in 2019, having seen the strong actions being taken on the international stage. The FIA and subsequently Motorsport UK were leading, and we could see these actions needed to pass down through their many affiliated Clubs – so we wanted to be environmental leaders.





Bath Motor Club working to improve their local environment

“I was appointed to take the plan forward and my experience in environmental work in the motor industry pushed me to set up an Environmental Management System to identify and analyse all our impacts. This provided a systematic approach, resisting the temptation to jump straight in to doing things that might or might not work.”

One of the biggest initial challenges was convincing the whole Club and all its members to back the approach, and Cross acknowledges that while there were plenty of ‘dynamic and eager’ members, there were also a few who were a little more reticent and not keen to make changes to things that were working well in other areas.

For Cross, it was important to emphasis through the Club’s activities that while calculating carbon emissions is important, it is not the only element of environmental focus. There are other aspects such as waste, noise, spillages to consider. Creating a methodical process that encompasses all of these was an important part of the task.

The key to getting everyone onboard was simplicity, and he explains: “We integrated all our sustainability needs into an easy checklist for planning, setting up and running the events, and confirming things afterwards. Organisers have a lot to do, so this adds very little and is an accepted part of the job – but it also makes them think!

“We need all our members to support us, and to participate if they can, so we use our club news sheet, website and social media to keep everyone informed. We have had mountains of feedback, almost all positive and constructive, and that has helped us to improve the processes further over the five years since we gained accreditation.

“We have a lot of support from outside our Club, too, from other Clubs and from the area associations – and really, that is the whole point. It’s about spreading the word and encouraging others, and I enjoy presenting what we’ve done to others, to help bring them up to speed. I just wish I could spare more time for it!”

The Vintage Sports-Car Club (VSCC) gained its accreditation in 2023 and the head of its Sustainability Working Group, retired academic Mark Dibben, recalls: “One of my main professional interests was the link between the climate crisis and management as a human practice of running businesses and other organisations.

“I saw that there was both a huge risk in not acting on the sustainability front, but at the same time a tremendous opportunity in acting, so I approached the Club’s then President Paul Tunnicliffe and he agreed immediately, having himself been accosted by climate change protestors while driving his 1920s W.O. Bentley 3-litre in the Lake District.”

The Club immediately took action, put together a panel of interested members and began to research vintage car CO₂ emissions and how to mitigate them. This became a large piece of work that included building CO₂ emissions

calculators to establish very refined estimates for events – similar to those that are now available online through Motorsport UK.

As a pioneer in the space, the Club had to take its own path and Dibben used his academic connections and experience to explore the routes to success. This included gathering input from the Schumacher Institute in Bristol, one of the country's leading think tanks on climate change policy, to support its efforts.

Despite having some of the oldest cars in motorsport, the Club is one of the most futuristic when it comes to its thinking on environmental impacts. It is now well established as a sustainability leader, not only reaping the benefits for themselves but also offering their experience and guidance to others.

“The reputation we have gained has been fantastic and we have since advised other Clubs, businesses and museums and supported them on their own sustainability journeys,” Dibben explains. “We have also seen an increase in young people joining our Club, which I believe can be attributed in no small part to positive perception of the sustainability programme.”

The tools and guidance available now, compared to when the VSCC gained its accreditation, have made it far easier for Clubs to move through the process, and one of the more newly accredited members is The Scottish Motorsport Marshals Club (SMMC), which gained its certificate in February this year.

The Club was seeking to develop a more formalised structure for members to participate in sustainable practices and while it does not organise events itself, it has more

than 300 volunteers involved in off-track activities across all forms of motorsport, with the potential to seed a positive influence wherever they go.

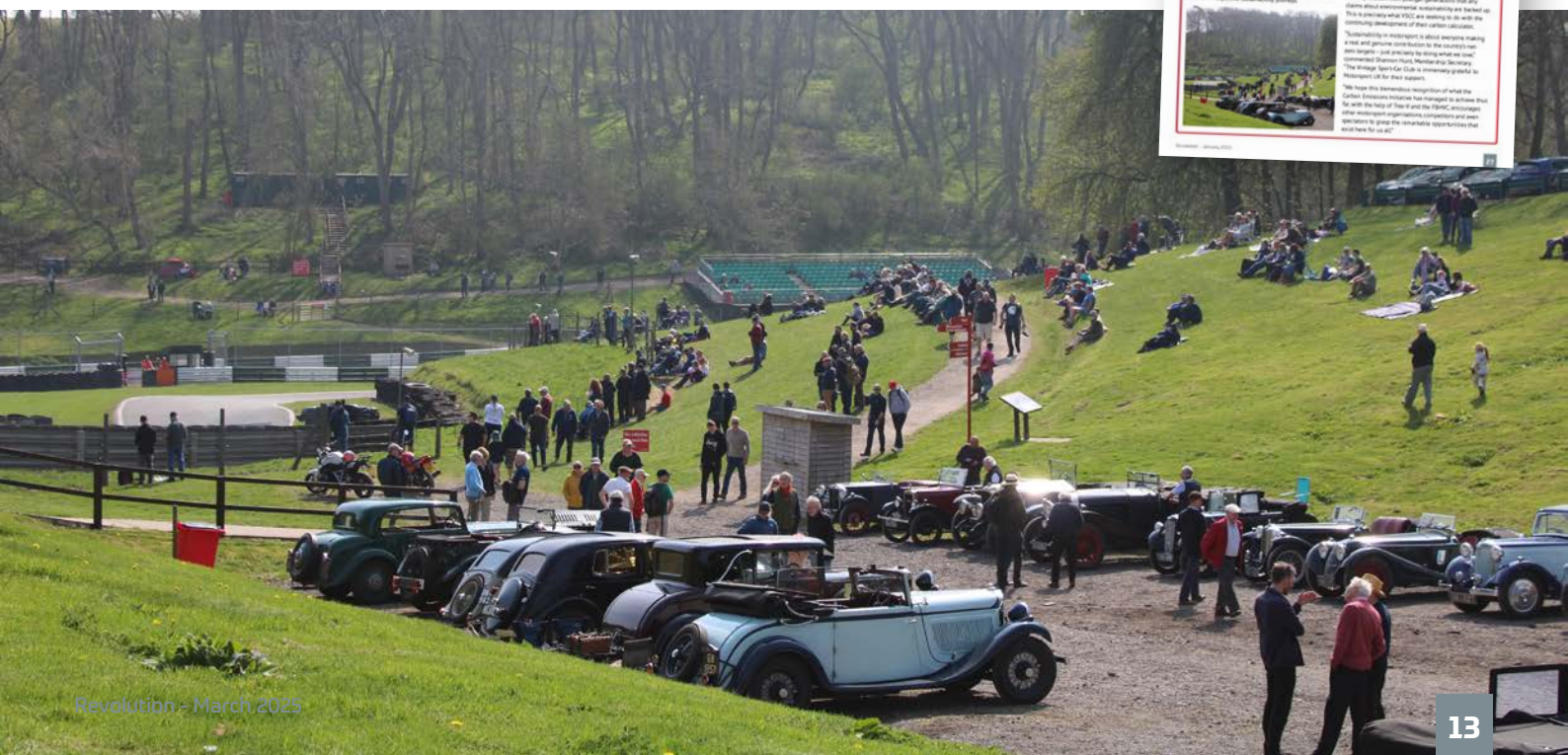
Its Environmental Sustainability Champion Mark Russell explains: “We already delivered on a number of environmental initiatives but we didn’t have an appropriate means of managing, tracking or measuring them. This allowed us to step back and assess our impacts on the environment and engage with members to support continuous improvement.

“We’re delighted that our efforts around sustainability have been recognised through our Accreditation and we encourage all our marshals, officials, competitors, teams, service crews, spectators, contractors and suppliers to support continuous improvement to minimise our environmental impact.”

The Club decided to apply for Sustainability Accreditation during its annual Trustees strategic planning day last year, when it was identified as one of the primary targets for the season. After reviewing the criteria on the same day, a Sustainability Champion was appointed and tasked with leading the initiative and creating the submission.



The VSCC has some of the oldest cars in motorsport, but has a modern approach to environmental concerns



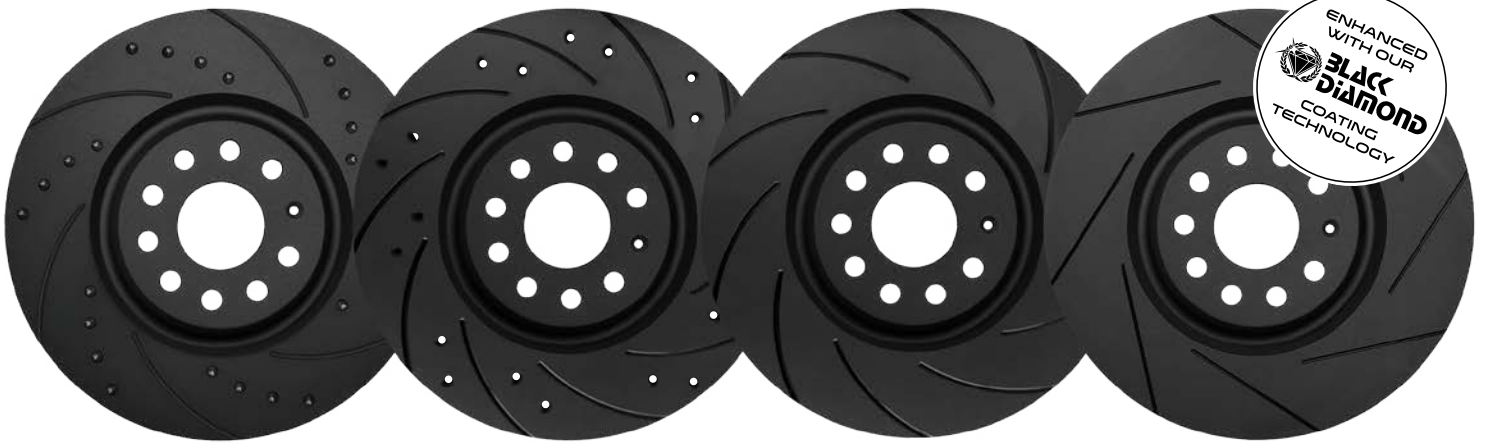
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Russell continues: “Our members recognised that the environmental impact of motorsport needs to be considered, and the competition element of motorsport is just the tip of the iceberg. There are many factors involved and everything makes a difference – from the emissions caused by driving to an event to printing out signing-on forms.

“We are only at the start of our sustainability journey, but the accreditation has already proved to be a great way to raise awareness around the Club and the wider motorsport community that we engage with. We know our environmental targets and goals for the next three years and the biggest benefit is that we now have a sense of direction and purpose.”

Templates and worksheets are now available online at Motorsport UK to help committees and senior management teams create a practical and realistic plan, based upon the FIA Sustainability programme – which is currently mandatory

for Clubs running Stage and Road Rallies under the sustainable Rally Charter and Motorsport UK’s work with the Forestry bodies, but voluntary for other Clubs.

The accreditation involves developing an environmental policy statement, identifying environmental aspects and impacts of activities, setting environmental goals and objectives and managing the operation and implementation of the Environmental Management System, which is vital to help with the long-term sustainability of the sport.

Beyond Environmental Benefits

It is, of course, not just motorsport that creates a climate impact. All sports across all sectors and of all sizes – from Premier League football to school athletics tournaments – can have a negative impact on the world around us, with damage to the environment through waste, pollution and general lack of duty of care and environmental awareness.



Sustainability Volunteer

The Sustainability Accreditation process has been developed to be as simple as possible, but for those who still find it a challenge, Motorsport UK has recruited several volunteer experts to provide their time and knowledge for the cause. We spoke to one of them, **Ellie Richards** – whose day job is a Sustainability Analyst for Enovation Consulting – to find out more about the opportunities.

How did you hear about the volunteering scheme?

“I attended a webinar on sustainability in motorsport hosted by Girls on Track and during the session, this volunteering scheme was mentioned. I was immediately keen to take part.”

What made you interested in getting involved?

“I’ve always had an interest in sustainability, particularly through my geography degree, and motorsport has been a passion of mine for years. Before hearing about this initiative, I hadn’t really considered how the two could come together. When I learned about the program, I saw it as a great chance to gain hands-on experience, contribute to a more sustainable future for motorsport, and support clubs in making meaningful changes.”

What benefits does it give you?

“It has helped me build my experience and skill development including giving me practical experience in data collection, carbon footprint calculations, and sustainability initiatives. I have also benefitted from networking and connections, engaging with motorsport clubs, industry professionals and like-minded volunteers, and it has given me

great personal satisfaction, knowing that my work is making a tangible difference in helping clubs become more sustainable.”

How receptive have you found the clubs you work with?

“Very receptive! Most clubs are keen to get involved and take steps towards sustainability, but many simply don’t know where to start.”

What is the most difficult thing about helping clubs become sustainable, and how do you overcome it?

“One of the biggest challenges is the lack of time and resources on the Club’s side. Many are run by volunteers who already have a lot on their plates, so sustainability can feel like an extra burden. That’s where we come in – we simplify the process by collecting and inputting data. Our goal is to make it as easy and practical as possible.”

What achievement makes you most satisfied?

“Knowing that I’ve helped a club take its first step toward sustainability! Even small changes can have a big impact, and it’s rewarding to see motorsport moving in a more sustainable direction.”



According to Scientists for Global Responsibility (SGR), the average Premier League match, for example, generates around 1,700 tonnes of CO₂ equivalent emissions, half of which is attributed to fans travelling to the games by car. However, some Clubs, such as Tottenham Hotspur, now operate on 100 per cent renewable energy to reduce their own footprint.

Even local sports facilities and leisure centres, while hugely beneficial for our health, can be negative for the environment, contributing significant energy usage to a council's carbon footprint. The use of crumbs from recycled tyres on 3G pitches, meanwhile, can also spread rubber into the ecosystem, damaging the environment.

In motorsport terms, research body Statista states that F1's total carbon footprint in 2022, excluding fan travel, was just over 223,000 tonnes of CO₂ equivalent emissions, 49 per cent of which was from air, sea and road transportation and 12 per cent from event operations, with just one per cent caused by the emissions from the racing cars themselves.

In the UK, the British Touring Car Championship (BTCC) is actively developing and delivering on policies to move towards being more sustainable, including introducing sustainable fuel for racing this season. At a grassroots and Club level, the impacts of motorsport range from emissions to waste, forestry impacts to energy usage, and it is our collective responsibility as members of the motorsport community to minimise the negative impact of activities – and reap the benefits not only for the environment but for our own pleasure and enjoyment on events.

Reducing waste, for example, makes venues nicer places to operate in and can also reduce operational costs through only using what is needed and lowering disposal fees. Reducing in air pollution, meanwhile – by shutting off engines when they don't need to run – can not only reduce fuel use but also provide cleaner air for better health and wellbeing.

Energy consumption can be significant on some events and the use of renewable energy – not only grid-based, but in the form of portable solar power – is not only a good story but can potentially offer cost savings that can be passed onto members in the longer term, while less energy use also supports a decrease in operational emissions.

When events run through the natural environment – such as off-road Trials, Stage Rallies or even 12-Car rallies – protecting the plants, trees, watercourses and wildlife around us ensures a positive environment for future events, while also maintaining continued regulatory compliance and supporting positive relationships with the local community.

Reusing, recycling and using recycled materials can help reduce pollution, conserving resources and saving energy,



Make a difference at your next event

The toolkits and guidelines offered by Motorsport UK provide comprehensive suggestions of what you can do to improve your event's sustainability. Here are a few of the headline ideas that you could implement at your next event:

Spectator actions

- Encourage car-pooling *before* the event
- Set up recycling points on site
- Conduct a survey to find out how people travel to the venue

Fixed venue actions

- Use locally sourced food and have plant-based options
- Carry out local neighbourhood actions

Non-fixed venue actions

- Clean up after the event
- Race without trace

Fuel

- Use sustainable fuels where available and feasible
- Use electric or hybrid, including for race logistics

Legacy

- Review success and positively impact future events
- Use the carbon calculator to evaluate your impact and set targets to improve

To carry out a full event assessment, use the Carbon Calculator [HERE](#)



Watch this video for tips on how to get the most from the Carbon Calculator

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The British Touring Car Championship will run on 100 per cent sustainable fuel in 2025

and these practices can also result in cost savings, being more mindful with spending. Do you need those plastic cups, for example, or can you just ask competitors to bring a water bottle?

Being more responsible with waste – for example, ensuring used tyres are managed and disposed of appropriately – brings satisfaction, while more sustainable consumption can support positive relationships with the local community by not affecting them with waste, enhancing the local reputation of the Club itself.

Noise reduction and land erosion management can do the same, supporting the retention of venues, road routes and off-road land for years to come, while a programme of continuous improvement can lead to more positive relationships with the local community, cost savings and the chance to become a showcase for the sport.

Putting plans in Motion

The key to a successful Club commitment is not only securing buy-in from senior committee members but, just as importantly, finding a person in the Club who is passionate about the cause and willing to be appointed as the Environmental Champion, taking responsibility for the identification and implementation of the key environmental initiatives.

The Environmental Champion should become an integral part of the organisational structure, and the position offers a great opportunity for the right individual to make an impact,

lead the Club's efforts, highlight what the Club stands for and encourage the rest of the members to get involved.

The key is keeping things simple and concise, and a Policy Statement is essential to ensure your plans are clear. This should be ideally no more than one page, so that it is easy for all stakeholders to understand, and it should contain a bullet point list of the main activities the Club plans to carry out to meet its sustainability goals.

Starting with a general commitment to protect the local and global environments that may be impacted by the Club's activities, events and actions, the most effective Policy Statements go on to contain clear, actionable and achievable points which cover short, medium and long-term ambitions. A template is available in the Club Toolkit to help develop this.

The commitments can be general, such as educating, training and motivating members and participants to be more environmentally responsible; embedding an environmental philosophy within the culture of the club or event; or simply agreeing to consider environmental issues and the wider impact of third-party suppliers within all events.

Ideally, however, they may be more specific, with statements such as agreeing to comply with environmental legal requirements; preventing pollution; protecting ecosystems; recycling, reducing and controlling waste; encouraging biodiversity; minimising resource consumption; implementing energy conservation; and better controlling human activities.



Although there are no defined targets or dates here, once it is put down in writing, it provides the Club and its members with clear direction in which to take its sustainability efforts and can be communicated to all members, competitors, officials, marshals, contractors and suppliers, ideally with a permanent position on the Club's website.

The other purpose of this statement is to provide a platform from which to expand and develop the key tactics the Club will employ to improve its sustainability. This begins with the creation of a list of how the Club interacts with environmental legislations and what it must do to ensure compliance, depending on the disciplines involved.

These can include Motorsport UK strategies, policies and regulations such as noise testing, oil spill management and waste disposal and national laws including Waste Regulations 2011, Environment Act 2021, Hazardous Waste Regulations 2005, Waste Electrical and Electronic Equipment Regulations 2013 and the Health & Safety at Work Act 1974.

When considering the Club's actions and impacts, one of the most important parts of the Environmental Management System is the recognition of risk. In a similar format to a health and safety or risk assessment – which may be more familiar – this involves identification of hazards and risks, with each factor having a defined impact level.

Familiar hazards will include the burning of fossil fuels that create air pollution; fuel leakage or spills that could contaminate soil and ground water; high noise levels that could impact a local community; large volumes of signage that

can cause waste; off road activities that can damage flora and fauna; and spectator travel that can increase CO₂ emissions.

In the environmental assessment, each of these hazards – and any others that may specifically relate to a Club activity or event – are defined in a table detailing the specific environmental aspect, the relevant impact that the event causes and, most importantly, the level of risk – high, medium or low – that is involved.

Towards 2030

One of the most thought-provoking parts of the Motorsport UK Environmental Accreditation process comes in the definition of the 'Desired State of Sustainability'. This part challenges Clubs to define where they would like to be with their sustainability in 2030 – and to create a single paragraph that explains these goals.

It could be a combination of many different sustainability efforts including commitments to become a net zero club; provide clear evidence of efforts to measure and reduce emissions; foster strong connections with the local community; or just become recognised for making a positive environmental impact.

Having made that commitment – and remember, 2030 is now only five years away! – it is vital to define clear steps that will lead to achieving those goals. That involves listing all potential negative effects and defining mitigation measures to manage these risks using SMART (Specific, Measurable, Achievable, Realistic, Time-bound) targets.



This is where things get more detailed, and the plan should be based on three years of activity, outlining clear long-term objectives that align with environmental impacts and, for each one, defining the actions to be taken, setting firm numerical-based targets and measurement methods, assigning a responsible individual and defining start and end dates.

One of the first elements most Clubs consider is their creation of carbon emissions, with the objective of reduction towards elimination. This can be achieved in different ways – from limiting non-essential engine running to encouraging the use of sustainable fuels. Whatever the approach, however, it must be defined in numbers.

It could, for example, target overall net zero emissions by 2030 with a 7 per cent year-on-year reduction – but to state that, the aim must be achievable and measurable. The Motorsport UK Carbon Calculator is ideal to help implement this particular goal, as it is a simple online tool that can be used repeatedly, year after year, to benchmark and re-assess emissions.

Another objective for larger events could be to reduce air pollution by conducting air quality assessments and working to maintain a defined maximum concentration; everyone should think about reducing oil in the environment by educating competitors on the use of spill kits, with the target of 100 per cent effective use where they are needed.

Reducing noise impacts – for example on a 12-Car Rally – can involve educating members on noise reduction and be measured, simply, by reduced numbers of resident complaints; while the reduction of waste from signage can be actioned by producing signage with reuse in mind, and measuring that through invoices, and the volume of waste being sent to landfill.

There is no limit to the number of impacts and objectives that can be defined and other areas to consider can include reducing biodiversity impacts through education; encouraging car sharing to reduce event travel; reducing operational emissions by using renewable energy; and reducing waste by encouraging a take-home policy.

It is important to demonstrate early impacts, so Clubs are encouraged to provide examples of how their actions have already supported sustainability – with quick wins including minimising noise levels through regulation compliance; reducing printed materials; communicating the sustainability strategy; and using the carbon calculator.

None of this, however, is going to happen if all this planning remains within the committee members' notebooks or stays locked away in the Club's internal files. For that reason, the final important part of this sustainability drive is to create a communication plan about the Club's involvement in the Environmental Sustainability programme.

This can involve all the familiar tools typically used to promote the usual Club events, such as blogs and downloadable documents on the Club website; mentions in the newsletter and on social media; in-person communications on events; dedicated meetings; and spreading the message through word of mouth.

Over the last five years, Bath MC has seen many benefits from attaining its accreditation, and Cross explains: "It has brought us a stronger profile and gives us confidence that the younger generations will have a better chance to enjoy competitive events for years ahead, as it has put us in a favourable position when talking to venues and event organisers.

“Last year we ran our Course Opening Car on sustainable fuel from Coryton and we are working to extend our sustainable fuel use this year, while our sustainable purchasing policy has prompted some lateral thinking – such as using re-usable cable ties and even making some of our trophies out of sustainable bamboo!”

At SMMC, the improvements so far have included rethinking energy sources and eliminating waste streams, and Russell says that in the early stages of their sustainability journey, some of these actions have been surprisingly easy to implement. “Some things are readily available, you just have to make a commitment to change or adopt them,” he explains.

“Our website, for example, is now hosted on a carbon neutral platform and the energy used to run it comes from 100 per cent renewable sources. We also now use electronic membership cards, rather than plastic ones, removing a waste stream and avoiding single use plastics.

“Where possible, all communication is now done by electronic means and that has reduced paper usage while also bringing the added financial benefit of eliminating postage costs. This has been extremely successful, and we will continue to innovate and migrate paper forms and processes onto electronic means.

“A recent example of that is vehicle management returns and medical usage documentation, which is now completed electronically after each event then automatically distributed

to the fleet and medical support teams. That allows them to action any requirements or replace any medical equipment or consumables that have been used.

“I would encourage all Clubs to participate in the accreditation because completing the workbook allows you to think about and create a three-year structured environmental plan. It ensures that you consider continuous improvement, and that the environmental sustainability agenda remains at the heart of motorsport.”

Cross advises, however, that while every Club has the capability to do make some form of environmental improvement, most do not have the capacity to do everything on the first day. “You have to step back and take an overview of your main activities, like a helicopter view,” he explains.

“If you use the Motorsport UK process on the Learning Hub and the available resources that are there, you will certainly be guided well. You may have a big list all your environmental impacts, but then you’ll start to prioritise them and chose a few to focus on first. Then you’re on the way!”

Dibben agrees, and believes that all Clubs should follow this lead, concluding: “Just take the plunge – it’s not as difficult as you might think! It’s a very friendly, supportive, step-by-step process and beyond the benefits that arise for the environment, the reputation effect for your Club will be out of all proportion to the cost in either time or money.”

To discover more about how to become a more sustainable club using the carbon calculator, click [HERE](#)

Start your journey towards achieving Sustainability Accreditation [HERE](#)

The Girls Karting Academy will provide 8-12-year-old girls with the opportunity to progress through Motorsport UK's talent pathway



Girls Karting Academy launched

Motorsport UK has launched its Girls Karting Academy, a national programme to support and develop the next generation of young female karters

Working in collaboration with TeamSport, the Girls Karting Academy will provide 8-12-year-old girls with the opportunity to learn and progress through Motorsport UK's talent pathway, under its renowned Academy programme that created 19 champions in 2024 alone.

Throughout 2025, 10 TeamSport venues will host introductory days during school holidays, where girls will have the opportunity to enjoy karting and fun off-track activities to learn about and experience motorsport. These Girls Karting Academy sessions will enable girls to test themselves in TeamSport's arrive and drive karts, offering them a progressive step into the sport.

Participants will also take part in fun activities, designed by Motorsport UK's Academy coaches and experts in sports science, and the sessions will be delivered by TeamSport Chief Inspectors who are all Motorsport UK qualified.

The first sessions take place in April in Bristol, Crawley, Cambuslang, Coventry, Mitcham, Leeds, Nottingham, Reading, Manchester Trafford and Newcastle, with further sessions to follow in May and October.

Girls who demonstrate the right mindset and talent at the introductory days will be invited to take part in a more in-depth development programme, starting with five sessions over five consecutive weeks at these same TeamSport locations.

The exciting initiative will enable drivers to hone their skills, before being encouraged to participate in the annual British Indoor Kart Championship (BIKC). Girls who set a qualifying time (June to August) at any of TeamSport's nationwide venues will have an opportunity to progress through to Local, Regional and National Finals with a prize of a fully funded place in the Club100 Karting Championship on offer.

Under Motorsport UK's guidance, the sessions will nurture the girls' talent and equip them with the skills and techniques needed to compete in junior levels of karting.

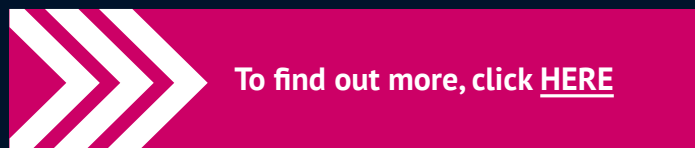
"It's an exciting time for Motorsport UK, as we are seeing a rise in female participation from entry-level upwards", said Hugh Chambers, Chief Executive Officer at Motorsport UK, "with drivers such as Abbi Pulling inspiring the next generation to compete and explore the opportunities available to them. This is the start of the journey that can take them all the way to the F1 Academy and beyond.



The first sessions take place at TeamSport venues in April

Dom Gaynor, CEO of TeamSport concluded with, "TeamSport's involvement in programmes like the Motorsport UK Girls Karting Academy is helping to break down barriers and create opportunities for more girls to try, enjoy, and progress in motorsport – from their first karting session to competing at the highest levels. The future of racing should be for everyone, and we're excited to play a part in making that happen."

Dan Parker, Head of Karting added, "We are delighted to launch the new Motorsport UK Girls Karting Academy, a dedicated programme designed to inspire and develop the next generation of female drivers. This initiative provides an accessible pathway for young girls to enter the sport, whether they are just starting out or looking to progress to competitive karting. With expert coaching, multiple entry points, and the opportunity to advance through the Motorsport UK talent pathway, we are committed to fostering talent and increasing female representation in motorsport." 🌀



Charlotte Tilbury Scholarship

TeamSport

Charlotte Tilbury, the award-winning global luxury makeup, skincare and fragrance brand, Motorsport UK and TeamSport Karting, will provide free funded karting sessions at TeamSport Karting venues to launch the Charlotte Tilbury Scholarship.

The announcement was made as part of Charlotte Tilbury's commitment and partnership with F1 ACADEMY, aligning with its mission to support female drivers in progressing to the highest levels of motorsport competition.



The Motorsport UK Girls Karting Academy Taster Sessions funded by Charlotte Tilbury will be held in April at 10 TeamSport venues:

- Bristol
- Cambuslang
- Coventry
- Crawley
- Leeds
- Manchester Trafford
- Mitcham
- Newcastle
- Nottingham
- Southampton.

Bookings are now being taken via the TeamSport website [HERE](#)

Through the Girls Karting Academy, the beauty brand will also fund a new initiative, the Charlotte Tilbury Scholarship, which will cover the cost of entry to a full Club100 Karting Championship season in 2026 plus additional testing and coaching through the Motorsport UK Girls Karting Academy. These initiatives will identify future talent by breaking down the barriers to entry – and ultimately boost female participation in national and international karting championships.

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Photos: John Clark

Electrifying grassroots motorsport

The StreetCar British EcoRally can take you from a StreetCar Club event to become an FIA World Championship driver in under six months.

This year, drivers from across the UK can compete for the chance to win a place in the Scottish Motor Racing Club's (SMRC) EcoRally Scotland, running from Saturday 26th to Sunday 27th July, and which is round eight of the 2025 Bridgestone FIA EcoRally Cup.

Five StreetCar Clubs across the UK are hosting a navigational Rally event, and the winner of each event will receive a £100 discount towards their entry to the EcoRally Scotland event.

“Our five events are to introduce EV and hybrid owners to grassroots motorsport in their everyday car”, adds Claire Kirkpatrick, Director of Club and Volunteer Development. “We look forward to welcoming even more competitors to join our Motorsport UK community and test their skills to secure a discounted place for the event in July.”

The qualifying five events are:

Scottish Sporting Car Club	Rallye-Donia	26th April
Oxford Motor Club	Eco-Rally	9th May
North Wales Car Club	StreetCar British Eco-Rally	30th May
Ilkley & District Motor Club	Eco Economy Run	14th June
Motorsport IOM	RallyE Isle of Mann	28th June

The StreetCar programme provides the opportunity for EV and hybrid owners to take part in a variety of disciplines, including Autotest, Rally and Trials and Cross Country events. From Treasure Hunts to Navigational Rally and Historic Rally events, all 12 disciplines can be enjoyed with a standard unmodified hybrid or EV road car.

EcoRally Scotland runs to the FIA EcoRally Cup rules, which follow the traditional Regularity Rally points system but also include points for efficient driving, with the amount of energy used measured by a special FIA box and counted towards the overall scores.

“As Chair of the organising club, I am immensely proud that, since our initial planning in 2022 and our events in 2023 and 2024, we have worked up to FIA Championship status,” says Nic Boyes, Scottish Motor Racing Club Chair, with EcoRally Scotland now approved by the World Motorsport Council for July in Dundee. We are committed to promoting carbon neutral motorsport in the face of climate emergency and helping to push motorsport into the future.”

On the event the driver and navigator teams and their Electric Vehicle, tackle a road route starting out from Dundee. Teams will need to record all check points within the given times and complete ‘regularity tests’ checking average speed along the route – precision navigating, problem solving, and teamwork will be the order of the day.

Eligible vehicles include fully electric (BEV) or hybrid (HEV) vehicles. Ethanol or Methane powered vehicles (E85/CNG/CBG) are also able to participate.



Motorsport UK launches KartSim Esports Cup

Motorsport UK has announced the Motorsport UK Esports KartSim Cup – a dedicated Esports event for karting in collaboration with KartSim

This free-to-enter competition offers karters the perfect chance to sharpen their skills for the start of the season while connecting with a passionate community of racers and esports enthusiasts.

The season-opening ‘O Plate’ event drivers will battle it out to set their best lap at PFI.

The KartSim Cup will be split into two categories:

- Cadet karters (Aged 8-11) in the IAME Mini x30 kart
- Senior karters (12+) in the X30 Senior kart

Drivers will require the Esports Software and a Motorsport UK licence to take part.

Prizes include a KartSim Esports Wheel and Pedal bundle and a Pro version of karting software. Paul Crawford, Head of

Esports, Motorsport UK, commented on the launch:

“As Esports continues to grow in popularity, it’s great to offer a championship for drivers that solely focuses on karting. KartSim offer a range of technologies that are second-to-none and we hope this will encourage drivers to sign up for this opportunity.”

Tony Irfan, Managing Partner, KartSim added, “We are thrilled to partner with Motorsport UK for the KartSim Esports Cup, an exciting, free-to-enter competition that gives KartSim Esports customers the chance to race in a competitive, fair environment. This event offers karters the perfect opportunity to sharpen their skills for the season while connecting with a passionate community. More than just a race, the Esports Cup marks the beginning of even bigger events as KartSim and Motorsport UK look toward the future.”

Motorsport Sport UK is pleased to confirm that a four-round championship will be run later this year. For more details and to download the racing software required, see [HERE](#)





New GT Challenge Prizes

Courtesy of Prize Partner SIMAGIC, the winning driver from each 2025 Motorsport UK Esports GT Challenge class will receive a SIMAGIC GT Neo Wheel rim, plus one driver selected at random from all the drivers who compete in all-rounds of the championship will receive a SIMAGIC Alpha Mini wheelbase.



ESPORTS

Follow the British Motorsport Esports scene with Motorsport UK TV.



LIVE | MOTORSPORT UK ESPORTS GT CHALLENGE 2025 | Round 2 | Snetterton 300 | iRacing | 4 March 2025
 March 4, 2025
 ESPORTS



LIVE | MOTORSPORT UK ESPORTS GT CHALLENGE 2025 | Round 1 | Donington Park | iRacing | 25 February 2025
 February 25, 2025
 ESPORTS



LIVE | Spa 300KMs | Spa Francorchamps | Le Mans Ultimate | 4 January 2025
 February 4, 2025
 ESPORTS



LIVE | 2024 BritKicker Britcar 24hrs of Silverstone | Part 3 | Hours 18-24
 November 30, 2024
 ESPORTS



LIVE | 2024 BritKicker Britcar 24hrs of Silverstone | Part 2 | Hours 9-17
 November 30, 2024
 ESPORTS



LIVE | 2024 BritKicker Britcar 24hrs of Silverstone | Part 1 | Hours 1-8
 November 29, 2024
 ESPORTS

All Motorsport UK Esports event videos and broadcasts can now be found on Motorsport UK TV – click [HERE](#) to catch up on demand.



Visit the Esports Hub and sign up for a Motorsport UK Esports membership



ENGINEERING SOLUTIONS

Sim Rig Support is a dedicated sim breakdown service



You have just got home from work, and your league race is tonight. But you have a problem – your sim rig fails to calibrate properly, and you have no idea where to start. There could be any number of complex hardware or software setups that can lead to crashes, calibration errors or faulty components and with the time you have, there's no magic wand to fix this, except for a call to Sim Rig Solutions.

Sim Racing is now a major training tool and entertainment avenue in motorsport, so drivers, teams and enthusiasts all rely on fully functioning sim equipment to generate consistency and success. Sim Rig Support understands this and is a dedicated sim breakdown service offering consultations and hands-on repairs.

What We Offer

If you think the issue is small, Sim Rig Support offers remote guidance, a step-by-step call for assisting with any non-dangerous hardware or software issues. If your issues are difficult, UK-based customers can post their hardware to Sim Rig Support for a full repair. But if your rig is complex and time-critical, you can book an on-site callout from Sim Rig Support if you're on the UK mainland – they can even do a cold Tuesday night in Stoke!

There are no hidden fees, plus a fully transparent website dedicated to pinpointing the exact problem you have, tiered plans tailored to different needs from the sim racing beginner all the way up to the corporate executive who needs their event running smoothly.

Time is Racing

With over 2,000 hours of technician support experience, the Sim Rig Support staff are well versed in leading brands such as Simucube, Fanatec and Moza Racing, and can find the solutions you need to get back out on circuit in no time at all.

Sim Rig Support knows how critical it is when you have downtime due to complex issues, and with their clear terms of service, disclaimers and data handling procedures, you will never have to panic about when your sim rig loses the race-ready factor.

When the best in the world of motorsport are highlighting how important sim racing has been for them, you will be pleased to know there's a support service that fills a critical need in the market. With Sim Rig Support, you can have a race-ready sim rig and focus on driving – not downtime!

Identify your fault online with the simple to use website



SIMRIGSUPPORT

For more information see <https://simstaff.net>
or email Josh@simstaff.net



Join the Equality, Inclusion and Diversity Advisory Committee as Chair

Motorsport UK is seeking a passionate and dedicated individual to lead the Equality, Inclusion and Diversity (EDI) Advisory Committee as Chair.

As Chair, you will:

- Be a strong advocate for inclusion and diversity within the motorsport community.
- Be passionate about inclusion, especially in the focus areas of LGBTQ+, Disability and Accessibility, Women in Motorsport, and Racial Diversity.
- Lead efforts to foster a more inclusive and equitable environment in motorsport.

Key Responsibilities:

- Chairing the EDI Committee, guiding initiatives and driving strategic change.
- Representing the EDI Committee on the Motor Sports Council.

The role is entirely voluntary; however, expenses will be paid to cover travel to and from meetings (six held annually). Appointments are for up to three years after initially serving a probationary term.

To apply, please submit your CV and a cover letter outlining your interest, relevant experience, and any EDI initiatives you are currently involved in.

Send your application to committeeinterest@motorsportuk.org to arrive no later than 31st March 2025.

New Rescue Ambulance

Dr Paul Trafford, Chair of Motorsport UK's Medical Committee and the UK representative on the FIA Medical Commission, attended the Border Access Knockhill Rally Stages last month to officially "launch" the Scottish Motorsport Marshals Club's (SMMC) new Rescue Ambulance.

The SMMC prides itself on the provision of a high-quality service to improve the safety of competitors, officials and spectators, and has had safety at the forefront of all its activities since the Club was formed in 1973.

The new Rescue Ambulance represents a £75,000 investment by SMMC. It carries a range of technical rescue equipment and is also equipped with a wide variety of medical kit for pre-hospital emergency care – all designed to allow the Rescue crew and medic to get a competitor out of the car quickly and safely and to provide enhanced care to an advanced life support level.

If you're interested in rescue or recovery services, get in touch with your local unit.



Competition Time

Racelogic is a UK-based company that designs and manufactures cutting-edge electronic systems for motorsport. Its products, including the VBOX Motorsport range, are used to measure, record, and analyse data from moving vehicles. VBOX products are utilised by drivers and teams worldwide, helping them to improve lap times and gain insights into their performance on the track.

Recently Racelogic has added VBOX Sim to the VBOX Motorsport product lineup. VBOX Sim is a powerful tool designed for anyone who uses a racing simulator, whether they are sim racers or real-world drivers using a simulator for testing. It enables users to capture and analyse race data and video from popular racing games including:

- iRacing
- rFactor & rFactor2
- Project Cars & Project Cars 2
- Assetto Corsa & Assetto Corsa Competizione
- F1 2017, 2018, 2019, 2021, 22, 23 & 24
- RaceRoom Racing Experience
- KraftKart

By syncing data and video, VBOX Sim allows racers to compare their performance on every part of the circuit. With the **Circuit Tools analysis software**, users can analyse their laps and identify where time and improvements can be found.

VBOX Sim can also work with a **VBOX Laptimer**, giving real-time feedback just as it does in your race car. This product is will suit anyone who wants to go faster and improve their racing skills, whether they're new to sim racing or an experienced driver. You can find out more about VBOX Sim [HERE](#)

VBOX Sim is available from [Steam](#) with an RRP of £99.99, but we are giving away a copy each to FIVE lucky competition winners. All you have to do to enter the competition is answer the following question. **Entries close on Sunday 30th of March.**

Click [HERE](#) to enter the competition

Terms & Conditions

Entrants must be 18 or over. A parent or guardian may enter on behalf of their child who is under 18.



First Scottish Motorsport Awards

Last month the award winners and other guests gathered at the Jim Clark Motorsport Museum in Duns for the first ever Scottish Motorsport Awards. The Awards celebrated the special contributions of the exceptional range of clubs, events and individuals involved in motorsport in Scotland. The Scottish Association of Motor Sports Clubs (SAMSC) wanted to recognise and share inspiring examples of what is happening in our sport and demonstrate the power of our people. For further details and the list of winners see <https://motorsport.scot/news/and-the-winners-were/>

Endurance Cup joins British GT Championship

A new series within a series, the Endurance Cup, will run in the British GT Championship list of classes this year.

Reserved for GT4 cars, the four-round calendar includes existing two and three-hour races at Donington Park, Silverstone and Spa-Francorchamps. Single-round entries have become a regular feature of British GT's longer races in recent years, and the same demand was also evident at the end of 2024, when organisers first informed teams of the new additional class.

Aimed at teams and drivers with a broad range of experience, the Endurance Cup represents a more cost-effective approach to joining the full season of British GT. It is staged at circuits with increased pitlane space than the smaller venues that effectively set British GT's full-season entry capacity. Endurance Cup entries are also eligible to score full GT4 teams' and drivers' championship points and will not be omitted from the overall classification.

Several Endurance Cup entries have already been received for 2025, which begins at Donington Park in April.

2025 British GT Endurance Cup Calendar

- April 5th-6th Donington Park GP (1x 2-hour race)
- April 26th-27th Silverstone GP (1x 3-hour race)
- June 21st-22nd Spa-Francorchamps (1x 3-hour race)
- October 4th-5th Donington Park GP (1x 2-hour race)



20 schools join Race for Diversity

Motorsport UK's Race for Diversity programme has announced that 20 schools have been officially certified as part of the initiative, across London, Birmingham, Leeds and Manchester.

The programme aims to increase the participation and involvement of 14 to 24-year-olds from underrepresented ethnic groups and economically disadvantaged backgrounds through inspirational STEM interventions, in motorsport, supported by Sir Lewis Hamilton's Mission 44 charity, the aim is to increase awareness of opportunities in motorsport and diversify paddocks across the UK.

The 20 schools receive a website badge and a certificate to showcase their official Race for Diversity status – click [HERE](#) for more details.

For employers and motorsport industry leaders interested in becoming a Race for Diversity partner and offering opportunities and engaging activities for young people, contact us at racefordiversity@motorsportuk.org

Race for Diversity has launched its own dedicated website, providing information and materials for schools interested in the programme, alongside case studies and information on partnerships – <https://racefordiversity.org>



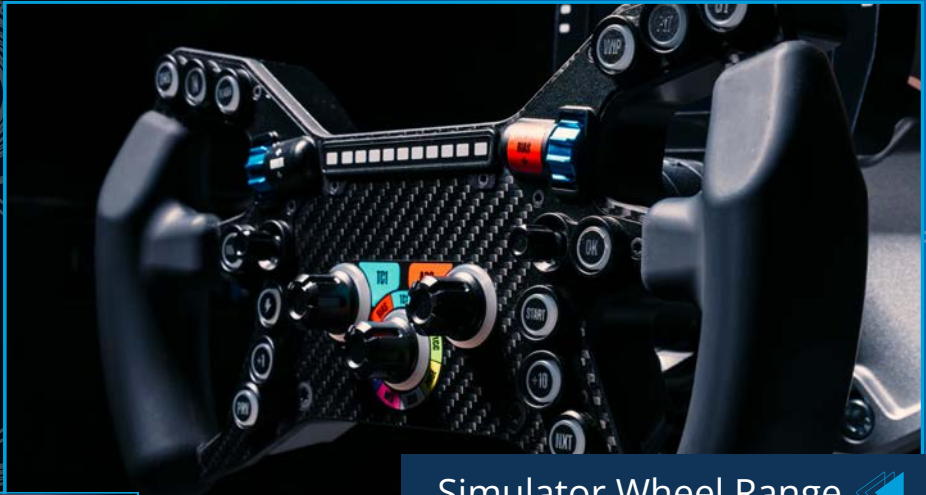
The Motorsport UK Inclusion Hub brings together resources and complimentary organisations for 14-24-year-olds considering a career in motorsport. The Hub, a website created in collaboration with and commissioned by Mission 44, includes organisations such as Formula Student, Girls across the Grid, Greenpower, Racing Pride, the Student Motorsport Challenge and Motorsport UK's Girls on Track UK and Race for Diversity initiatives.



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Simulator Wheel Range



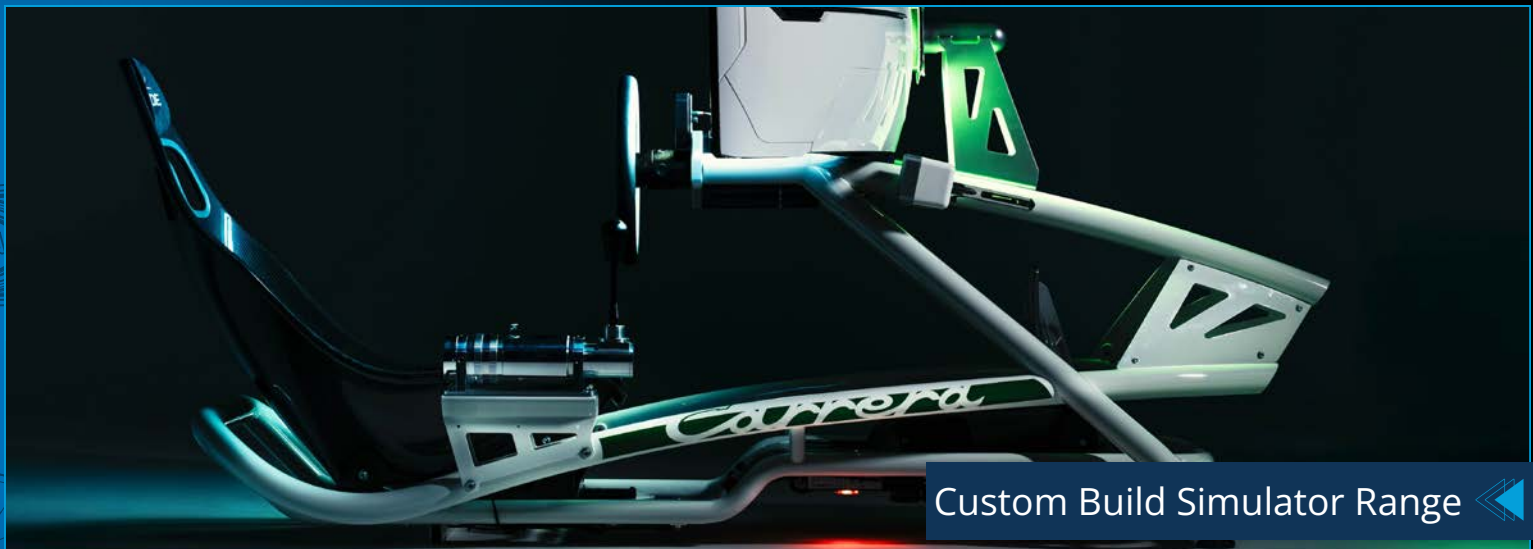
1:1 Virtual To Reality Car Modelling



In-House Driver Training



Simulator Digital Display Units



Custom Build Simulator Range



RLOs are here to help organisers of all permitted events on the public highway



RLO Conference Report

Last month Motorsport UK welcomed its Route Liaison Officers (RLOs) to the 2025 RLO Conference at the Bicester Motion Offices. Travelling from all corners of England, Scotland, Wales, and the Isle of Man to attend, the RLOs brought with them a wealth of experience of both public highway motoring and events, and the local roads, authorities, clubs, and the events running in their areas.

It was an ideal opportunity for the RLOs to share their thoughts and experiences for the benefit of all. Subjects discussed at the conference included how RLOs can assist and support clubs in organising and running events. With Public Relations (PR) work being a vital part of organising a public highway event, clubs can build on the increasingly improving standards of PR which have resulted in a decrease in objections and complaints from residents and members of the public.

As part of this topic, a major review of Sensitive Areas was launched. These are locations made aware to organisers for them to mitigate disturbances before the event, and prevent issues.

Another important link in the public highway events process is for organisers to have access to the Police and National Park authorities, and the RLOs are collating up-to-date contact information for their areas, for which organisers can request from the RLOs directly. Alternatively, if details of several areas are required, this information is also available from the Competition Authorisation Office (CAO).

RLOs are Motorsport UK licensed Officials who assist clubs and organisers run motoring events on the public highway. In addition, they will monitor the number of events in their areas and the roads on which they are run, to prevent them being overused, and run in compliance with the Road Traffic Act and where applicable, the Motor Vehicles (Competitions & Trials Regulations) 1969.

There are currently 25 RLOs covering the 44 Police Authority areas and nine National Parks in England and Wales. Scotland and the Isle of Man each have an RLO exclusively looking after their regions. The RLOs are here to help, and organisers of all

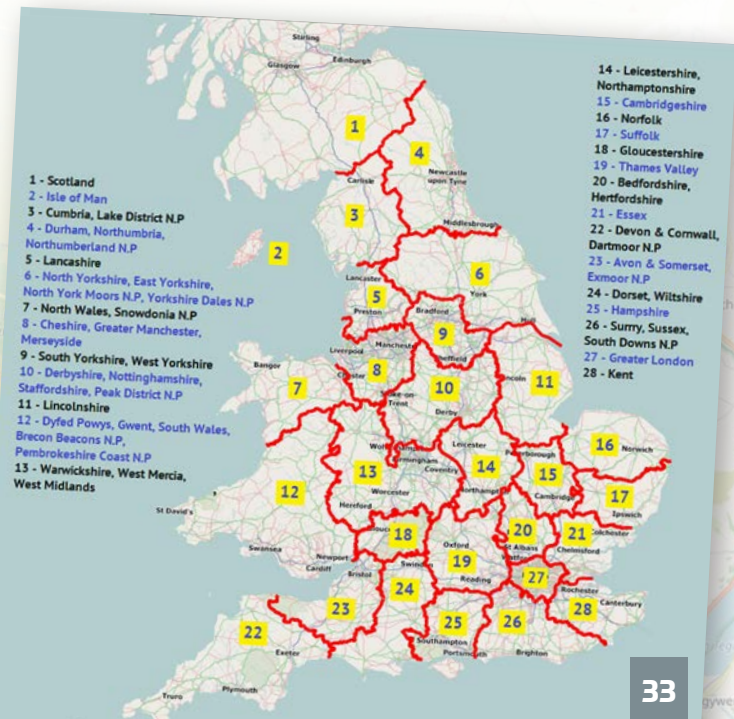
events – including non-competitive Touring Assemblies and Social Runs. Event planners should consult the RLOs at least three months before the scheduled start date. This should be before a permit application is submitted, and before events requiring authorisation are sent to the CAO. For Road and Navigational Rallies, it is advised to make contact around six months in advance.

When a route has been submitted to an RLO, it will be checked, and the organisers notified of any potential issues found. Such issues may include:

- Road works or closures
- Sensitive Areas
- Other motoring or local events running in the same area

RLOs will also provide advice and information on how best to overcome potential issues found, with the aim of minimising disruption for the event and local area. With guidance a major part of the RLOs role, a 'How To' documents for each area will soon be available for organisers, which will provide standard information on organising events, and important local details such as restrictions within National Parks.

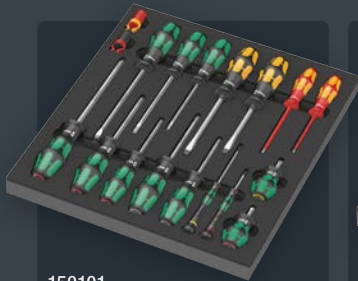
The latest version of the RLO Contact list can be downloaded [HERE](#).



TOOL REBEL ROLLER CABINET



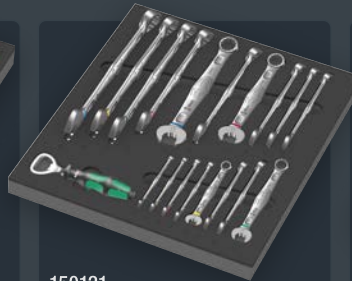
FIRST TWO DRAWERS FULLY LOADED!



150101
KRAFTFORM PLUS, 18PC



150110
ZYKLOP 1/4", 37PC



150121
JOKER 6003, 19PC



150140
L-KEY SETS, 20PC



94

PIECES
INCLUDED

Motorsport UK Academy Cohort Confirmed

Motorsport UK is delighted to confirm the 2025 line-up for the hugely successful Academy, which has nurtured the very best of UK motorsport talent into the senior levels of the sport, including Elfyn Evans, George Russell, Jessica Hawkins and Jake Dennis. The Academy has a proven track record of success, with 17 Academy drivers and 6 graduates winning championships in 2024.

35 newly selected drivers and co-drivers join 31 returning drivers for the Team UK, Futures and Co-Driver programmes.

Team UK is a national squad of elite competitors selected to receive a bespoke one-to-one performance programme as they compete in the sport's top series. The line-up will include 2024 GB3 Vice-Champion John Bennett, BRC Driver Max McRae, Junior Rally Championship pair Ioan Lloyd and co-driver Sion Williams and F1 Academy drivers Ella Lloyd and Alisha Palmowski.

The Co-Driver group will continue to benefit from support from rally champions, M-Sport, who will provide opportunities to join the team at select WRC rounds to gain insight into how a team operates at the top level. New selections for this cohort are BRC and Welsh Rally Champion Izzie Holman, British Historic Rally Championship co-drivers Josh Carr and Lucie Gutteridge and Gail Whyte, part of the M-Sport WRC Team.

The Futures squad gains 16 new Year 1 recruits including BTRDA Rallycross Champion Ben Bartlett and 2024 Scottish Tarmac Junior Champion, Fletcher Falconer. Year 2 sees Seb Hopkins, 2024 Porsche Sprint Challenge GB Champion, Harry Hickton, 2024 Mini Challenge Trophy Champion and Deagen Fairclough, 2024 British F4 Champion join the cohort.

All new cohorts will be supported across four key development areas:

- Technical and Tactical
- Physical
- Psychological
- Social and Commercial

Each discipline will be led by coaching staff and a network of expert practitioners and motorsport team contacts to provide advice, development and industry insight to young, talented drivers and co-drivers.

Tom Hartley, Head of Competitor Development added, "The Motorsport UK Academy is a pathway to support high-potential drivers in the UK, driving forward the next generation of driving talent across every discipline of the sport. I am thrilled to welcome the latest intake of drivers and co-drivers into this season's Academy programmes. Congratulations to all our athletes on their selection and we look forward to another year of support, development and success from the best of Britain's rising stars."

Co Drivers 2025

Izzie Holman Josh Carr Lucie Gutteridge Marc Morgan Owen Rowcliffe	Gail Whyte Sam Weller Bonnie Papper Robbie Sandford
--	--

Futures Year 2 2025

Aditya Kulkarni Cameron Pratt-Thompson Chloe Chong Deagen Fairclough Ella Stevens Harry Hickton Jasmine Shaw Jess Edgar Jude Peters Liam McNeilly Luke Hilton Monde Jnr Konini	Robert Proudlock Rowan Campbell-Pilling Samuel Harvey Sean Scanlon Seb Hopkins Sid Smith Thomas Milne Tyler McAlpin Tyler Read Will Ovenden Yehan Kallychurn
---	--

Futures Year 1 2025

Alfie Briggs Alfie Garford Ben Bartlett Elliott Fewster Fletcher Falconer Gabriel Stip Harrison Whitticombe Harry Bartle	Henry Joslyn Jenson O'Neill-Going Megan Bruce Oliver Waggett Rachel Robertson Teddie Macpherson-Marks William Chadwick Zac Drummond
---	--

Team UK 2025

Patrick O'Donovan Sam Neary Louis Foster John Bennett Abbi Pulling Jonny Edgar Taylor Barnard Callum Voisin Luke Browning	Ella Lloyd Alisha Palmowski Ben Green Casper Stevenson Adam Smalley Max McRae Cameron Fair Ioan Lloyd Sion Williams
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Record EV entries for Watergate Bay Sprint

It is now even easier for electric vehicles to compete in grassroots motorsport and the popular Watergate Bay Sprint in Cornwall returns this September.

In 2023 a category specifically for EVs was introduced, with eight cars competing in the inaugural event.



Watergate Bay Sprint first ran in 2018 and has grown year on year. The 900-metre course starts near Trelvegue along the B3276 road, towards Watergate Bay, with a fast and flowing section mixed with a technical element including a tight 90-left turn before the finish.

2025 is the centenary of this closed road racing, thanks to the legacy of Donald and Austin Healey, world-famous contributors to the British motoring industry and founding members of the Truro and District Motor Club.

The introduction of electric vehicles is part of the Sprint event's drive to welcome all forms of alternative technologies to compete.

Find out more about the Watergate Bay Sprint [HERE](#)

A Nissan Leaf electric car negotiates the chicane on the Watergate Bay Sprint

Improving access to MOD land

Motorsport UK is working with the military services to gain better access for motorsport events on military land throughout the UK.

To enhance this relationship, the ASWMC region Military liaison Officer (MLO) Dave Pearce invited Major Sean Caine to attend the Bath Motor Club Targa Rally last month. Major Caine has operations responsibility for the Army training areas that fall within the Defence Infrastructure Organisation (DIO) and visited the Targa Rally to experience the work that motor

clubs put in to make these events happen. On the day they were joined by Michael Gilbey, Senior Support Assistant at Motorsport UK.

Major Caine was driven around the event venues and introduced to several officials in attendance who use military land for their motorsport. Following this tour, was an open and productive meeting with Bath Motor Club Chairman, and the event Clerk of the Course, David Whittock.

Whittock explained the process of accessing military land from the motor club's perspective, while Pearce and Gilbey described how the support to officials and clubs is delivered by Motorsport UK.

Major Caine was impressed by the numbers and professionalism of all the volunteers, and all involved to make the Targa Rally happen, and agreed he now has a better insight into how the land applications and the clubs' requirements can be better aligned.

If your club would like to access military land for motorsport use, contact your regional Military Liaison Officer (MLO), a list of which can be found in the [NCR Chapter 5 Part A Appendix 14](#).



Dave Pearce (left), David Whittock, Major Sean Caine, and Michael Gilbey





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MOTORSPORT UK CONNECTED

Highlights from the past month on social news feeds

Many clubs, events and competitors tag @OurMotorsportUK each month.

We love to see what you are up to – here are some of the latest posts



Brian Robertson · 3rd+
A head full of ai_deas
1w · 🌐

Spent my Saturday volunteering as a **Motorsport UK** marshal at **Silverstone**. As always, so many cracking Porsche's to admire. Many great people donating their time to preserve the UK's tradition of historic & modern racing. Never a dull moment & very satisfying.

spacesuitmedia · Follow

spacesuitmedia What we cooked --> how we cooked.

We had so much fun at our first event as official photographers for @brcrally. We don't just come with cameras. We come with ideas. And passion. Lots and lots of passion.

Adam Pigott / Alex Stefan for Spacesuit Media

#SpacesuitMedia

308 likes
5 days ago

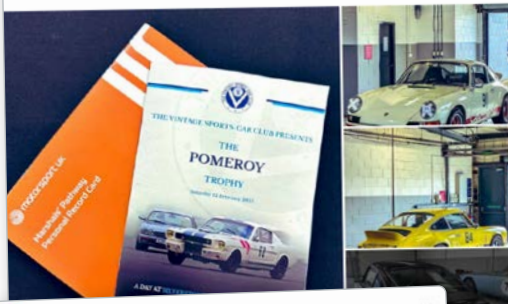


girls on track uk and ourmotorspo...
girls on track uk 10K GIRLS ON TRACK UK COMMUNITY MEMBERS!

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- 10,000 more women and girls in motorsport than there were eight years ago
- 10,000 inspired women and girls
- 10,000 motorsport loving individuals
- 10,000 people who give up their time to support the growth and development of the sport

223 likes



Paul Woodford
22 February at 07:25

TO THE LANES // THE NEARLY MEN

Last night's De Lacy 12 Car Rally was EPIC, there's no other word for it. Three hours packed full of West Yorkshire's finest roads, challenging navigation, a car and good company.

Claire and Neil Raven had clearly put a lot of work into the route, and I was quite impressed with RallyApplive, which took care of the timings and instructions.

Simon Bentley (aka rem-a-jed) did a marvellous job of keeping us on track. His experience shone through, making good decisions, quickly!

In fact, Simon made such good decisions, and so quickly that we arrived back at the finish, at 'Rally House' in second place overall - 1st expert crew.

Full credit to Simon - as I've said before, the undisputed star of the show on navigational rallies is the nav, and I'm in awe of what these men and women can do with a map and a pot!

Congratulations to Allan Norton and Paul Williamson on the win! I should probably note there were two EVs out on the event last night - you really can do a 12 car rally in ANYTHING!

Navigational rallying is the perfect combination of the competition and social elements of our sport. I urge you to get yourself along to a 12 car event before the season finishes next month. You won't regret it!

Check out **Motorsport UK** for your local motor club, and everything you need to get going - including your FREE RS Clubman licence.

Massive thanks to **De Lacy Motor Club** for the warm welcome last night!

At this stage, I have to tell you, I'm falling for the lanes.

#ToTheLanes #RoadRally #StreetCar #12Car #Rallying #Rally #RallyFans #FindYourDrive #GrassRootsMotorsport #RallyCar #GetInvolved #Yorkshire



britishf4 · What a week @deagenfairclough87 just had

At four different motorsport awards evenings, our 2024 **BritishF4** champ took home several accolades and was recognised for his incredible record-breaking campaign

@autosport Awards: Winner of the @silverstonecircuit Autosport BRDC Young Driver of the Year award 🏆 Prizes include a cheque for £200,000 and an upcoming test in an @astonmartin f1 car!

@thebrdc Annual Awards: Received the Henry Surtees Award for the most outstanding performance by a BRDC Rising Star,

2,872 likes
4 February

Ruby Gumbley · 3rd+
1st year Mechanical Engineer...
1d · 🌐

Thank you **Motorsport UK** and **Shelsley Walsh Hill Climb** for putting on a Marshall training day today. Nice recap before the hillclimb season starts.

3



Hammersmith Academy
28 February at 11:09

Students had an incredible day at the **Williams Racing F1 Experience Centre!**

Through our partnership with **Motorsport UK**, they got a behind-the-scenes look at the world of #F1, exploring the diverse #STEM careers that power the sport.

From hands-on career workshops to tackling their own F1 challenge, they got a taste of the innovation and teamwork that make racing possible.

A huge thank you to everyone who shared their expertise and inspired the next generation of motorsport professionals!

#FutureEngineers #Motorsport #WilliamsRacing #STEMEducation

Manx Classic
15 February at 10:26

The Senior Officials continue to learn ahead of the **Manx Classic 2025** at the **Motorsport UK** Clerks and Stewards Seminar!

#ManxClassic2025 #MotorsportUK #hillclimb #RacewithRespect

5

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A business of Marsh McLennan

The National Court is the UK Disciplinary, Investigatory and Appeal Court as required by the Statutes of the FIA and the International Sporting Code. The Court is independent of Motorsport UK and administered by an external lawyer and the judges are drawn from a panel of experienced motorsport lawyers and suitably qualified motorsport professionals

Sitting on 16th February 2025

Case No. J2025/2

Mark Heywood KC (Chair), David Scott, Peter Roberts

Mr Jones and Mr Bamber appeared for Motorsport UK

Mr Graham appeared in person with Mr Thompson and Mr Hall

Appeal – Mr Charles Graham

1. Mr Graham, with his team Daytona Motorsport with RJ, was a competitor in the 750 Motor Club Birkett 6-Hour Relay Race at Silverstone circuit on Saturday 26th October 2024.
2. The appeal concerns the determination of 1st and 2nd places in the general classification, colloquially known as the “scratch” classification, not the results calculated according to the handicapping system for which the race is well known. After 6 hours of racing, Daytona Motorsport with RJ (Car 26) and RSR (Car 17) were the only two cars on the lead lap and separated by less than a second.
6. The supplementary regulations for the race provided (Paragraph 8.ii) “GENERAL CLASSIFICATION: based on the total laps completed within the 6 hours.” However, the published “Race – Scratch Classification” showed the results at the end of 146 laps, with RSR in 1st place, in 6 hours 1 minute 7.505 seconds and Daytona Motorsport with RJ in 2nd place, in 6 hours 1 minute 8.455 seconds.
7. We were told, and the live race video we were shown confirmed, that at the end of the race there was considerable confusion about who had actually won. The video also contained the opinions of very experienced commentators as to who, in their opinion, were the winners, but the only weight we can attach to such comments is to confirm that opinion was divided. Similarly, we attach no weight to the movement of the 1st, 2nd and 3rd marker boards in pit lane by the organisers at the end of the race, other than that it too suggested the debate was not resolved at that point.

The Applicable Regulations

3. It is important to note that this race was run under a trial of Motorsport UK’s 2025 National Competition Rules. Appeals concerning the results of a competition are governed by NCR Ch2, App4, art 1.23(e) which provides, in these circumstances, that any appeal shall be brought within 30 minutes from the publication of provisional results.
4. Under the 2024 General Regulations, the Stewards of the Event could extend time within which to appeal if it was established that it had been physically impossible to lodge the appeal within the time limit. The 2025 National Competition Rules, Ch2, App4, art 1.6 now provides (as relevant):
“The Stewards of the Event have authority in their entire discretion (but acting reasonably) to extend the time limit for delivery of a Notice of Appeal against a decision of the Clerk or other Official in such circumstances as they deem to be merited in the interests of justice.”

The Race Results

5. Mr Graham submitted an extensive bundle including careful analysis of timings and on-track position at the end of 6 hours, and Mr Thompson spoke to their findings. In summary, Mr Graham and his team submitted that at the end of lap 145, in a time of 5 hours 58 minutes 58.522 seconds, their car was ahead of RSR’s on track by 0.34 seconds.

The Course of Appeals

8. The evidence before us was that after approximately 40 minutes, Mr Winstanley, of the 750 Motor Club announced in the pit lane that the awards ceremony would take place at 18.00 hours in the BRDC clubhouse, and the race results would be announced then. It is timely to note that the published “Scratch” Classification was printed at 18.02 hours and the Handicap Classification at 18.07 hours.
9. When the results were announced, Mr Thompson and another team member went directly to Race Control, a 10-minute walk from the BRDC Clubhouse. They intended to appeal, but found the office locked and no officials anywhere to be found. Eventually, they found Mr Groombridge, the Competitions Manager and a director of the 750MC, and Mr Thompson advised him that the team wished to appeal. At Mr Thompson’s request, Mr Groombridge replied that the team had a right of review for 7 days and confirmed that he would make a note of their wish to appeal.

10. In his statement, Mr Thompson referred to Mr Groombridge as “the most senior person left at the circuit that represents Motorsport UK (by the fact that the 750MC is a recognised club under the Motorsport UK banner.” He and Mr Graham maintained that, as Mr Graham put it, “we had notified 750MC of the intention to appeal the result and as far as I am concerned we discharged our obligation to notify of an appeal. It was also reasonable to assume that Giles Groombridge would do what he said he would. We also asked him for a review (at his suggestion) which we later also confirmed.”
 11. In his statement, Mr Graham describes the notification to Mr Groombridge as “the absolute earliest that we could have given notification of an appeal...” Mr Graham also contended that “The Blue Book prescribes “as soon as reasonably possible.” Whether that is correct or not, the reference is irrelevant since the 2025 National Competition Rules applied. The provisions of Ch2, App4, art 1.10 clearly set out the details required, and it was the responsibility of the competitors to ensure these were complied with. The appeal was not Mr Groombridge’s responsibility, even though he did helpfully offer to make a note. The note was not put before us, so we cannot know exactly what it contained or how it compared to the requirements.
 12. On 31st October 2024, Mr Graham and his team submitted particularised details of their appeal, by email, again to Mr Groombridge. Disappointed by what he saw as lack of progress, Mr Graham emailed Mr Groombridge on 15th November (copying to Ms Wooley at Motorsport UK), asking Mr Groombridge if he was the right person to enquire as to the state of his appeal. Mr Groombridge replied that, technically, he probably was not, but that he had spoken to Mr Murphy, who had been one of the assistant Clerks of the Course and who had charge of the matter while the Senior Clerk of the Course was unwell. Hearing nothing more by 21st November, Mr Graham again emailed Mr Groombridge (again copying to Motorsport UK), who again said that he would chase up Mr Murphy. By 28th November, Mr Graham had still received no reply and repeated his request to Mr Groombridge. This time, Mr Groombridge replied that the Stewards of the Event had convened earlier that day, and he had been asked to pass on some documents to Mr Graham, which we assume included their decision.
- in fact submitted electronically to 750MC on 31st October, some 5 days after the event.”
14. In his statement, Mr Graham criticises the fact that the Decision refers to the race venue as the Silverstone National, not Grand Prix circuit. We do not consider that to have been significant. He goes on to question whether Mr Groombridge advised the Stewards of his appeal, and if not, suggests that amounted to negligence in Mr Groombridge’s duties as a director of the club. Mr Graham believed that, in the absence of the race officials, it was Mr Groombridge’s duty to report the appeal “as I imagine he would have had all the contact details to inform the correct parties of the appeal... in any event he promised the boys that he “would make a note.” That assumption may have been correct, but the contact details could easily have been obtained by Mr Graham and his team, either on request of an official such as Mr Groombridge, or, as Motorsport UK officials, from that organisation.
 15. We cannot accept this argument. On the evidence before us, taken at its highest, Mr Groombridge made a note of the fact that Mr Graham’s team wished to appeal. He was not asked to do anything more and we deprecate the suggestion that Mr Groombridge was in any way negligent. The responsibility for lodging a valid appeal (including any material that might influence the Stewards to exercise their discretion to extend time, if called into question) lay with Mr Graham from start to finish. We have taken into account that for personal reasons, there were many demands on Mr Graham’s time in the five days before the detailed submission of the points to raise in his appeal, but as the evidence shows, there were other team members to assist.
 16. We have concluded that, in the circumstances, the decision of the Stewards of the Event was not an unreasonable exercise of their discretion, and we uphold it.
 17. In reaching this decision, we have considered all the material in the extensive bundle, whether advanced in orally in the appeal hearing or not. Where those are not referred to, it is because we have not found them to assist us in reaching this decision.
 18. The appeal is dismissed.
- The appellant is directed to pay £500 towards the costs of these proceedings.

The Decision of the Stewards of the Event

13. The Stewards of the Event had convened electronically on 29th November 2024 to consider the admissibility of Mr Graham’s appeal. They decided unanimously that the appeal was inadmissible, giving as their reason that “the competitor had ample opportunity to submit an appeal (or indicate their intention to appeal) within the permitted time scale as laid down under NCR Ch2, Ap4, art 1.23(e). The appeal was

Mark Heywood KC, Chair
16th February 2025

Sitting on 16th February 2025

Case No. J2025/3

Mark Heywood KC (Chair), David Scott, Peter Roberts

Mr Jones and Mr Bamber appeared for Motorsport UK

Mr Hayden appeared in person with his Mother Anita Hayden

Disciplinary Proceedings – Mr Lucas Hayden

1. Lucas Hayden appears before the National Court to answer a disciplinary summons, pursuant to NCR Ch.2 App. 12, Art. 1.6., he having accrued 12 penalty points on his competition licence within 12 months. The details of these endorsements are set out below.

Event	Date	Breach	Points
BRSCC AIRTEC Motorsport Fiesta ST240 Championship - Snetterton	18 May 2024	Q.12.21.4 / Ch.12. App.7 Art.1.8	3
BRSCC AIRTEC Motorsport Fiesta ST240 Championship - Silverstone National (Race 3)	17 August 2024	Q.12.21.4 / Ch.12. App.7 Art.1.8	2
BRSCC AIRTEC Motorsport Fiesta ST240 Championship - Silverstone National (Race 12)	17 August 2024	Q.12.21.4 / Ch.12. App.7 Art.1.8	3
BRSCC AIRTEC Motorsport Fiesta ST240 Championship - Silverstone International	12 October 2024	Q.12.21.4 / Ch.12. App.7 Art.1.8	4

2. We are concerned that on the face of them, these findings appear to show worsening driving standards.

3. However, Mr Hayden has expressed insight into the seriousness of his position and a willingness to improve in future. We are satisfied that he has displayed genuine remorse.

4. The Court orders the suspension of Mr Hayden's competition licence, pursuant to NCR Ch.2 App.1 (F) and Ch.2 App.7.8. That is to say, Mr Hayden is prohibited from taking part in any competition until 31 December 2025.

5. That prohibition will be of immediate effect until 30 June 2025. From 1 July 2025 to 31 December 2025, the prohibition will itself be suspended.

6. If Mr Hayden is found to have breached any National Competition Rule during the period of suspension, the matter is to be returned to the National Court for it to determine whether the suspended penalty is to be imposed in full, in part, or dealt with by any other penalty the court should feel appropriate.

7. Mr Hayden is directed to pay £250 towards costs.

Mark Heywood KC, Chair
10th February 2025



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Sitting on 16th February 2025

Case No. J2025/4

Mark Heywood KC (Chair), David Scott, Peter Roberts

Mr Jones and Mr Bamber appeared for Motorsport UK

Ms Franklin appeared on behalf of Jonathan Moore and Martin Moore, all of whom appeared in person.

Appeals against the decisions of the Championship Stewards and the Stewards of the event – Mr Jonathan Moore

1. Jonathan Moore, by his father Martin Moore (together “The Appellant”) appeals to the National Court against two decisions arising from the final race (round 23) of the final event of the Junior Sports Car Championship, at Brands Hatch Circuit on 3rd November 2024.
 2. The race was scheduled to be held over a duration of 15 minutes. The Championship Regulations provide that points are awarded according to final classification and fastest lap, the final rounds (rounds 22 & 23) attracting double points.
 3. The Appellant was driving car 12. After 5 laps had been completed, the race was stopped by a red flag. The race was subsequently restarted but after only 2 racing lap was completed, the race was stopped by a second red flag.
 4. The Championship Stewards issued a bulletin (Bulletin 09, 14:27 hours) in which, noting that the race had been stopped under General Regulation Q12.15.2, then restarted under General Regulation Q12.15.4, the results were classified with a lap completion of 1 lap. Accordingly, as per Championship Regulation 1.6.2, item 3, the race (round 23) was declared a “no contest”, meaning no championship points were to be awarded. Nevertheless, a fastest lap was awarded. The lap in question was awarded to the driver of car 10, “in the first part of the race under GR Q12.15.4.”
 5. The Appellant challenged this decision. It is not productive to go into all the details of what was a very confused and confusing series of protests and appeals, but those most relevant to our findings are set out below.
- The Appeals**
6. The first appeal in time (albeit illogically) was the Appellant’s appeal to the Championship Stewards. This was held by Zoom on 12th November 2024 and was rejected. The Championship Stewards reasoned that they had no power to amend the race results, and that there had been no protest or appeal against those. They further held that (in their opinion) there had been no contravention of the General Regulations and made no recommendation that Motorsport UK consider an investigatory hearing. Accordingly, they upheld the decision that the race was a No Contest and declared that no points should be awarded, either for the race or the fastest lap.
 7. The second appeal was the Appellant’s appeal to the Stewards of the Event. This appeal was out of time. The Appellant stated that he had been unaware that the results had been published until so informed by the Championship Stewards on 12th November. Unfortunately, the Appellant was also unaware that the Stewards of the Event were convening to consider his appeal, which they did in his absence. The Stewards recorded that they had “studied all the paperwork, i.e., results documents, Motorsport UK Yearbook and Championship Regulations, in this case. We have also seen the results of the appeal to the Championship Stewards.” The Stewards’ decision was “that the appeal fails.” They gave their reasons as being “that the persons involved know the regulations regarding appeals and time limits. They were in a position to check the result times, on the noticeboard, and knew the ‘half hour’ ruling for appeals. The Appellants have also effectively appealed the results with the Championship Stewards. An appeal which failed.”
 8. In deciding whether or not to amend the time limit pursuant to GR 6.3.1, the only matter the Stewards had to consider (or should have) was whether it had been physically impossible for the appeal to be lodged in time. GR C 6.3.1 provides further that by deciding to deal with an appeal, they will be deemed to have extended the time limit. While processing the appeal, Motorsport UK’s Assistant Legal Counsel (as she then was) Ms Wooley queried whether the rejection was due to being out of time or due to content. This resulted in the production of an amended Decision by the Stewards. No doubt this was intended to be helpful, but unfortunately, there is a discrepancy between the two. The original emphasises the time limits but also states that the unsuccessful appeal to the Championship Stewards was part of the reasoning. In the clarification, that reference is removed, and the reasoning, which describes a “Notice of Intent to Appeal against the results” is expressed wholly in terms of extension of time.
 9. It is submitted to us that it is clear from what the Stewards recorded that this was an appeal on the merits of the appeal. Motorsport UK did not argue against their original stance that this was, at best, ambiguous. The ambiguity is such that, on balance, we agree. Accordingly, we find that, however inadvertently, the Stewards are deemed to have extended time.

10. We should add that neither consideration of whether or not to extend time, or consideration of an appeal on the merits should take place without an appellant knowing of the hearing and having the opportunity to be present, even though they may choose not to be.

The Race

11. The race documentation contains various terms to describe the race as a whole, the race stopped by the first red flag and the race stopped by the second. For these purposes, "The Race" refers to the race overall, "Part 1" refers to the race up to the first red flag and "Part 2" refers to the restarted race to the second red flag.
12. It was common ground between the parties that when the first red flag was shown, 5 laps had been completed, and 7 minutes 53 seconds of the race duration remained. It followed that Part 1 was not a "no contest." More than 2 laps, but less than 75% race distance had been completed. The restart grid was correctly arranged according to GR Q12.15.2, the grid for the restart being arranged, as the regulation directs, according to the finishing order of Part 1 at one lap less than the number of laps completed by the leader at the time of the first showing of the red flag, i.e., reverted to 4 laps.
13. The Clerk of the Course, acting in accordance with GR Q12.16 (which must imply duration as well as laps), adjusted the duration of the second part to 6 minutes. GR Q12.16.1 provides that that new duration shall be used for the calculation of 75% under GR Q12.15.2 and GR Q12.15.5.
14. In our judgment, the provisions of a "no contest" do not apply to Part 2, because although GR Q12.15.1 refers to "any race" stopped before the leader has completed 2 laps" the regulation clearly directs that available competitors will restart. That restarted part of any race is not independent, but part of the overall race duration, be that of laps or, as in this case, duration. 15. As the duration of Part 2 was 2 minutes 50 seconds, when that is aggregated with the 7 minute 7 second duration of Part 1, the total exceeds 75% of the adjusted race distance and GR Q12.15.5 applies: "unless restarted, the result will be based on the order of crossing the finishing line at one lap less than the number of laps completed by the leader at the time of the first showing of the Red Flag." i.e., 2 reverted to 1 lap.
16. Accordingly, in our judgment, any decision that The Race was a "No Contest" was incorrect. The Race should correctly be classified according to the order of crossing the finishing line at one lap less than the number of laps completed by the leader at the time of the showing of the Red Flag during Part 2.

17. We have been referred to TSL's live timing of Part 2, which confirms that the red flag was shown during lap 3, with the majority of the competing cars having completed 2 laps, while the Appellant was leading, from Car 10 and Car 448, with the pole sitter, Car 110 having fallen to 4th place. The JSCC Classification shows that to be the finishing order for those cars at the end of lap 1. That may be sufficient to deal with this appeal, but we note that the order of some other competitors varies between what is shown on TSL and what is recorded in the Classification.

Fastest Lap

18. The fastest lap recorded in Part 1 was 59.044 seconds, by the driver of Car 10 on lap 5. The fastest lap recorded in Part 2 was 1.06.202, recorded by the Appellant on lap 1.
19. The Appellant argued that the effect of GR Q12.15.2 was to negate the lap on which the red flag was shown, and that the same countback should be applied to fastest laps as to arranging the grid for the restart. On behalf of Motorsport UK, it was argued that neither GR Q12.15 nor the relevant Championship Regulation, CR 3.7.4 make contain any reference to support that contention.
20. We consider that GR Q12.15.2 is clear, and limited to how the grid should be arranged where the regulation applies. In the absence of clear reference to fastest laps, the interpretation urged by the Appellant cannot be upheld. On the evidence, we find that the fastest lap of The Race was the 59.044 seconds recorded by the driver of Car 10.

Conclusions

21. The appeal against the decision of the Stewards of the Event succeeds insofar as it relates to the classification of The Race, for the reasons given.
22. Insofar as that appeal relates to the award of fastest lap, again for the reasons given, the appeal fails.
23. The results of The Race are to be recalculated, and the results republished.
24. The appeal against the decision of the Championship Stewards succeeds in part, for the same reasons. The Championship points for The Race and fastest lap are to be recalculated consistently with the recalculated race results set out above.
25. The appeal having been mostly successful; the appeal fee is to be refunded.

Mark Heywood KC, Chair
16th February 2025

Sitting on 6th March 2025**Case No. J2025/5****Antony Scott Andrews KC (Chair), Richard Norbury, Kevin Witton****Ms Woolley and Mr Jones appeared for Motorsport UK****Mr Defazio appeared in person.****Disciplinary Panel– Mr Guiseppe Defazio**

1. This matter comes before the Court as a result of an application for a Parental Guardian Entrant's Licence (a "PG Licence") made by Mr Guiseppe Defazio, whose thirteen-year-old daughter had been competing at each of the events referred to below.
2. Because of an incident involving Defazio at an event held by Forest Edge Kart Club on 6th November 2022, the matter was referred to the Motor Sport Association and was resolved by way of a written undertaking given by Defazio on 2nd February 2023.
3. There was a further incident at an event at Sherington on 19th November 2023 as a result of which Defazio was found to be in breach of General Regulation C.1.1.9. The matter came before the National Court on 13th December 2023 for consideration of further penalty.
4. The Court was clearly concerned as to whether it was appropriate for Defazio to continue to hold a PG Licence. In the event that concern was effectively addressed by Defazio volunteering to refrain from applying for any such licence for a period of five years.
5. Defazio duly gave an undertaking to the Court in those terms. The Court did, however, Order that Defazio's existing PG Licence be suspended for the remaining few days of 2023 and that, in the event that Defazio should actually make such an application, the matter must be referred back to the National Court for further consideration before any licence be issued.
6. In accordance with that Order, Defazio having now made such an application, Motorsport UK brings that application before this Court.
7. Motorsport UK is represented by Mr Rob Jones and Miss Sian Woolley
8. Defazio explains that his daughter really wishes to continue to compete but that it is clearly difficult for her to do so as he does not hold the necessary PG Licence. He further explains that the ability for her to compete is thought to be beneficial for her and that he is the only person to whom such a licence can be issued.
9. Miss Woolley advises that Motorsport UK have absolutely no wish to prevent Defazio's young daughter from competing, especially as she has not caused any of the previous issues, but that they do have certain reservations about Defazio holding a PG Licence in view of his breach of what was then General Regulation C.1.1.9
10. Miss Woolley also advises, however, that those reservations could be addressed and a licence issued if Defazio would accept that on each and every occasion his daughter was competing and a PG Licence was required, he would appoint an Entrant's Representative to act on his behalf, particularly in relation to any judicial matters and that the name of any such Representative be first agreed with Motorsport UK. This would enable a DBS check to be effected before the PG Licence would be issued.
11. Defazio indicated that he would be pleased to proceed on that basis but believed it would be difficult to find someone who would be available for every event throughout the year. Motorsport UK accepted this could be difficult and confirmed they would be prepared to accept no more than three Entrant's Representatives.
12. The Court considers that to be an acceptable proposal and accordingly makes the following Order, effectively By Consent.

Conclusion

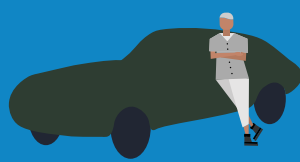
13. That Defazio's Undertaking of 13th December 2023 be varied such that a PG Licence be issued to him for the current year, 2025.
14. That the licence will be used only in conjunction with the valid appointment of an Entrant's Representative who shall be one of the named individuals notified to and approved by Motorsport UK.
15. That Defazio shall reimburse Motorsport UK for the reasonable cost of obtaining DBS checks for any second and third named Representatives.
16. That at the end of this calendar year either party may make application to this Court to consider whether either or both of the Undertakings given to this Court by Defazio on 2nd February 2023 and 13th December 2023 should be discharged.
17. Defazio will pay the sum of £250 toward the costs of today's hearing and a further sum of £250 in respect of costs incurred in the hearing on 10th February this year which Defazio failed to attend.

**A. Scott Andrews, Chair
6th March 2025**

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StreetCar Starters

The StreetCar movement is gathering pace, drawing newcomers into the sport. **Will Gray** spoke to some new starters to discover why they signed up and how it went

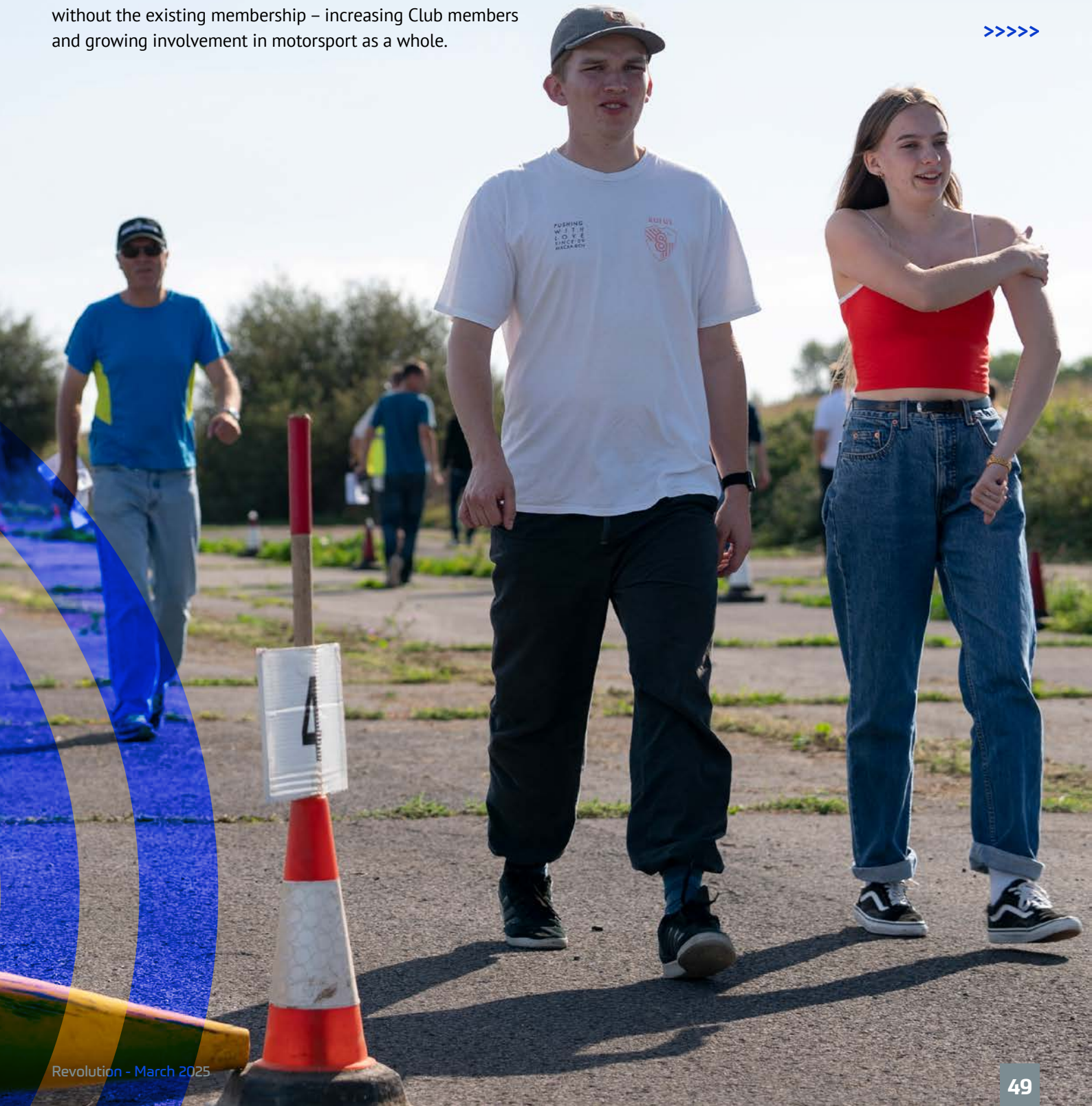


Grassroots motorsport has been around forever, but AutoSOLOs and Autotests, along with 12 Car Rallies and Off Road Trials, are now promoted under the StreetCar branding. StreetCar was launched in the summer of 2022 to highlight just how easy it is to compete in these forms of motorsport using an everyday car – and it is working.

As awareness of StreetCar grows, it is clear this is also helping to grow those Clubs that are involved. There are now 75 Motorsport UK affiliated Clubs signed up, and the events they run are drawing in new participants from within and from without the existing membership – increasing Club members and growing involvement in motorsport as a whole.

The StreetCar concept has made people understand just how easy – and low cost – it can be to take part in certain types of motorsport. AutoSOLOs and Autotests are the ideal way to practice your car control in a competitive environment – and they have become a relaxed and popular way to start out in the sport.

No helmet. No overalls. No experience. All you need is a car and a bit of enthusiasm, and you can get involved in a StreetCar AutoSOLO or Autotest. It really is that simple. Revolution spoke to four people who tried it for the first time...



Laura Young

Club: Saltire Rally Club

Event: Autotest

“I grew up watching my big brother race from a very young age. I saw him build up a 1979 Austin Mini Cooper, fit roll cages, fire extinguishers, and I remember being in the passenger seat and that was me hooked. We had motorbikes as we grew up, and the passion was always there, but I never really acted upon it and went racing. I always just watched.

“I’ve always had a thrill for driving, but I just never really knew how to do it – and I certainly didn’t know it was accessible to everyday car users. I found that out from my neighbour. He and his son have always been a part of the Club, and we just got chatting. He told me he was doing an Autotest, and it seemed a really easy thing to do for my first ever go.

“I went onto the internet and applied for to be a part of the Club, got my RS Clubman licence and my neighbour and I entered the same car – a 1979 Mark II Ford Escort – into an Autotest. It obviously wasn’t your everyday road car, but being a rear wheel drive, it was really good for my first ever time, making the corners, doing handbrake turns. It was really nice to drive.

“I didn’t watch any videos before I went but I did read up on the Motorsport UK and Saltire Rally Club websites to get an understanding of it. I was so nervous when I arrived and I remember pulling up at the gate and thinking ‘Oh my God, what are you doing?’ I’d been told to look for the Chief Marshal, so I went up to her and it just broke the ice from there.

“Everyone made sure I was welcome, and they were giving me tips and cheering me on once the event was going. There were four courses with three laps per course, then one with two courses put together. If anyone made a mistake, they weren’t mocked, they were supported. It felt like such a great community and that settled my nerves a lot.

“It was a bit daunting and confusing to start with, but someone suggested I walk around each course and follow it on a printout, to get a feel for where everything was. I was also told to try not to get tunnel vision and to remember that sometimes going slower, making the corners, makes your time better.



Gary Plimer Photography



“All that really helped, but oh, I was so nervous when I got to the start line! The marshal asked me if I was ready and I told him ‘no,’ but he just said ‘okay, three, two, one, go!’ and that was it. Straight away the nerves went and by the time I finished the run, I was absolutely buzzing!

“Once you are away off that starting line, you don’t think of anything else other than your next apex where you need to be, your next checkpoint, and just keep going. There were two courses set up and everyone had a number. I was number 12. Everyone did a lap, joined the queue, did a second lap, queued, did a third lap, then moved on to the second course.

“It flowed really well; it was really well run, and it was easy to understand. There were so many marshals, checking the cars for your number and directing you and telling you where to go. It was so easy – and on the course, I was getting clean laps straight away, no mistakes. In fact, it wasn’t until the sixth run that I hit a cone.

“The leaders were doing 40-44 seconds, and I was doing 52-56 seconds, so there was about a 12 second gap – but they’ve been doing it all their life. Some people were doing 70-76 seconds though, so I was in front of them, and it shows you can get straight into it. In fact, after my first few laps, the marshals asking me if it was really my first go!

“I did my first ever handbrake turn too! It was the scariest thing I’ve ever done, but I loved it! The first couple of laps I never touched the handbrake, I was just getting the feel for the lap, getting through the cones, learning how the gravel behaved. It wasn’t until my fourth lap when I started sticking the handbrake on but by the end of it, I felt like I was a professional!

“The event had an App with a live scoreboard and that was amazing. The marshals updated the times as it happened, so as soon as you came off the course you could check how you did. It was really interesting tracking whether I was getting better or worse through the day and I hope that over time I keep getting better and catch up with the professionals!

“By the end of the day, I had an overwhelming feeling of accomplishment. It was so satisfying, and I felt great. I lost my brother a couple years ago, so it also brought that sentimental feeling back. I didn’t expect to do so well. I expected to make a lot of mistakes – but it wouldn’t have mattered if I had, because of the thrill of it and the community spirit.

“I couldn’t believe my neighbour had kept this from me for so long! I could have been racing years ago! I’d been worried at the start that everyone was going to have fast cars, but while there was a handful of Mark I and Mark II Escorts, there was also lots of everyday cars. Clios, Peugeots, Minis – even a big people carrier!

“I did not believe you could just use the everyday car you take to work. I will definitely be entering the next Autotest – but as I drive a van at the moment, I don’t actually even own a road car! I just sold my Mini two weeks before I did the event, which was annoying! So, I’m now looking at buying something I can build up myself and I can’t wait to get going.”

StreetCar Star at 14

At just 14 years old, Emily Freeth has been inspired by StreetCar and has already made a remarkable impact in the local motorsport scene, earning three prestigious awards with the Devizes & District Motor Club (DDMC) last year – Ladies Champion, Beginner Novice Navigator Champion and Best 12 Car Organiser with her father, Paul.

Like many who come into the sport at a young age, her passion for motorsport runs deep in her family. Her Nan, Pam Burton, who lives in Melksham, was the winner of the Club’s Ladies Champion award in 1987, and since then her Aunt Amy Fletcher, has also claimed the honour, making Emily the third generation in her family to achieve this award.

Following in her family’s footsteps into the Road Rallying scene, she entered her first competition – the Club’s annual summertime Scatter Championship – in 2023, at the age of 13, and won. She also got her first taste of the organisational side, helping her father run a 12 Car event that year.

Emily (left) is one of three members of her family to win the Ladies Champion Award



FEATURE



Ada Watts

Club: Saltire Rally Club

Event: Autotest

“I’ve always been interested in cars, and my dad and his friend Will have been taking part in Autotests, Navigational Rallies and track days at Knockhill over the past 10 years. I’ve always enjoyed helping them with their cars, and the videos Dad showed me of them driving looked great fun.

“They made it sound really exciting, so I became interested in giving it a go and when I turned 14 last summer, I joined the Saltire Rally Club. As soon as the opportunity came to join them on an Autotest at Errol in Perthshire, I jumped at the chance – even though I didn’t have any previous experience.



Ada printed out the course plan to help her navigate

“Before going to the event, I watched some YouTube videos to see how it was done, and I also had the chance to practice driving the car on private land through a set of practice courses that my dad and Will set up. That preparation really helped me to learn the basics of driving and what to expect at the event.

“When I got there, it was a bit daunting at first, but it’s very friendly and everyone was very encouraging at the event. There were four different runs, and I walked the courses with my dad so I could work out the best routes. I also printed out each course and taped them to the dashboard, which was a real help while I was driving.

“I was scared when I was on the start line the first time, but the marshals were very encouraging. I was driving a Nissan Micra, and I had Will in the car with me, who is very patient and helped me to get through it. When I finished my first run, I was buzzing. It may not have been the quickest time, but I had had a clean run.

“I became more confident during the day and all the female marshals were cheering me on because I was the youngest female taking part. I have already done another one since, and I want to do more because it is giving me great insight into motorsport in a safe environment. I tried indoor karting last summer and I enjoyed it, but driving in a car is more fun!”





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Lesley Knowles

Club: Southern Car Club

Event: AutoSOLO

“I don’t have any family background in motorsport, but my dad’s always been into cars, and he has a Volvo P1800 classic car that he takes to shows. I’ve always enjoyed driving and I’ve done lots of different driving experiences, but I never thought I’d be able to do more because of the need for a car and all the equipment. I just thought it was really, really expensive.

“About a year and a half ago, I did a Rally experience at Brands Hatch and the instructor suggested I do some AutoSOLOs. I had no idea what they were, but when he explained you could do them in your everyday road car it got me interested. He told me to go onto the StreetCar site and put in my details and Southern Car Club called me about 48 hours later!

“I’ve got a Ford Focus RS, which they said was a suitable car, so they suggested I go to an event and shadow someone as passenger first, to see how I liked it. I joined up and went to an event in Oxford and the atmosphere was great. Everyone was helping each other out and if they missed a cone or went the wrong way, they would just laugh about it

“I signed up for an event soon after and watched a few videos to understand a bit more about it, then I went to a Club night where they showed us maps of the courses they had laid out in previous years. I was still really nervous before I did it, but you soon find out that you’re braver than you think. It’s a mind over matter kind of thing.

“When you turn up, as a beginner, it’s just a sea of cones, but we walked the course about 10 times and because a lot of us were newbies, they put numbers on every cone, so we knew where we had to turn. We were also told that you need to look further ahead than you think, not just at the next cone that’s coming up.

“You would think it’s slower paced than an experience day, but you’re still going at speed and there’s lots of adrenaline. Once you get that first run out the way, all of a sudden, this haze disappears and you think ‘well, what were you worrying



Lesley enjoys her AutoSOLO and has already been back for more

about?” As soon as that happened, I was buzzing, and I don’t think I stopped smiling for the rest of the day!

“Lots of people worry about being watched and making mistakes, but people aren’t really looking at that. Even the people who go really fast and get round in half the time that I was getting round in, they still take out cones, they spin, and no one’s really looking at them so why would they look at you?

“All our first runs were quite slow, but once your confidence builds the speed starts to come. You find out how well your car handles and what it can do; how tight you can take a corner; what speed you can go. It gives you the chance to get the car on a limit in a safe place, because you can’t do that on normal roads. It was absolutely great fun.

“Once we finished, I discovered there was another event two weeks later, run by a different Club, and a few of us went back for that one too. We met a whole other load of new people, and the buzz just carried on. I’ve done four more since then and I’m now very tempted to do a 12-Car Rally, and maybe a Targa Rally.

“The beauty of StreetCar is there’s a lot of fun to be had – and you can push your own car to see what it can really do without damaging it. We had a few new members this year who all wanted to get into it and it’s nice to see these newer faces coming in. I’d totally recommend it. You might hit a few cones, but that’s not the end of the world!”

>>>>>



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George Buckley

Club: Southern Car Club

Event: AutoSOLO

“During my second year of college, a friend of mine mentioned F1 and I started to get into it. I asked my dad to take me to Silverstone for the British Grand Prix for my 18th birthday, but I was never really looking beyond that until another friend mentioned Rallying, so I started to look at that too.

“I had a friend online who also had an interest in F1, so we found some other people and increased our friendship group. They all liked endurance racing and so my interest expanded from there and in November 2023, I went onto the Motorsport UK site and put my name in to be contacted by somebody in a Club.

“The Southern Car Club called me a week or so later, I joined, and it just went from there. I became a Marshal in 2024 and went all over the place, then as I got more involved, I met a lot of people who had been involved in grassroots events. I said

I was interested and at the awards night, a bunch of us were put together as the new AutoSOLO group!

“The Club prepared us really well. They ran a night at a pub where we all came along with the cars we were going to use and we did a mock scrutineering, with people there to answer our questions. There were also videos we could watch and a couple of WhatsApp groups that anyone in the Club can join, so we were able to get any information we needed.

“I got an MX5 in May last year – not specifically to do AutoSOLOs, but just as a more fun car to have – and it happened to be a month or two before the AutoSOLO, so I ended up using that. In the most recent event I did, there was about 16 of them there! It’s a great car for these events because of its nimbleness, its small body and the rear wheel drive. It’s just good fun.



“Once we arrived at the event, we were split into three groups and we took it in turns driving, marshalling then taking a break. We did three runs of one course, then they changed it around three more times to make it four in total. There were five first timers from our Club and a few others too and that really helped because it was a new experience for us all.

“I was nervous for the first one, I think we all were a little bit, but the mindset is to just enjoy it. My first run was a bit like a rollercoaster – you get on it then get off it and think ‘oh, that was absolutely fine, what was I worried about?’ – and by the end of the day, I was definitely tired but really happy with myself for getting through it without any major mistakes.

“The good thing about AutoSOLOs is that you don’t really get punished for mistakes because you can go again, and it definitely helped me to learn more about my car. I’ve grown my confidence in driving it and I’ve also made a few changes to the suspension since then to see how it feels, so it’s a good way to learn how to drive a car.

“One piece of advice that really stuck with me was to not just go straight out and go full on. You get three runs, so use the first to get into the car and learn the course, then the next two you can ramp it up. It might look twisty and tight, but you need to take it smoothly and not flick it around in every corner to get a clean time – although sometimes it’s too tempting!

“I’ve done three of these events now, and I’ve always had fun on them. When I get there for the first run, I haven’t done it in a couple of months so it can be a little bit awkward, but then you do it, and you remember that you’re absolutely fine. It’s not like you’re going 100mph and you’re going to roll your car!

“Entering motorsport through StreetCar has really opened the door to what I could do in the future. I like cars in general, so just getting to drive my car a bit faster is good fun. I do a bit of sim racing as well, and I often find I prefer trying to beat a lap time rather than racing, so that made AutoSOLO a perfect fit, because it’s more like a time trial.

“I’d quite like to get into Rallying too, and the skills you use in an AutoSOLO align well with that. I’m interested in doing some co-driving and we have a 12-Car navigational introduction Club night coming up in a few weeks, so I’m doing that because I think that will be good fun. The challenge is just finding the time to fit it all in!

“Whatever I go on to, I will definitely continue to do StreetCar events because they’re not expensive to enter, in comparison to some Stage Rallies, and you can just drive there in your road car and have a bit of fun. It’s so easy. The Club have been really great to me, it is a great community, and I want to support what they do, so why not keep doing it!” 🌀

Start your own StreetCar Adventure

Motorsport UK’s StreetCar programme was created in 2022 and provides the opportunity for drivers to try out a range of disciplines – from Autotest to Car Trials, Cross-Country and Road Rallying behind the wheel of their standard unmodified road car.

Visit the [StreetCar website](https://www.streetcarmotorsportuk.com) and register your interest. A local club will then be in touch and your adventure begins!

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Meet some of the brightest young stars on Motorsport UK's driver and co-driver academy

The Motorsport UK Academy was created to provide a performance pathway for the sport's talented young athletes, giving the nations' future stars the chance to learn, develop, thrive, and ultimately unlock their full potential.

Over the years, it has supported hundreds of young drivers, with Formula E's Jake Dennis, British Touring Car driver Tom Ingram, and World Rally Championship star Elfyn Evans, among its many successful alumni.

More than one hundred athletes are currently on the scheme, here we meet four more young British hopefuls.



Izzie Holman

Born: Banbury, 30th June 1999

Academy Programme: Co-Drivers

Competes: BRC, BTRDA, English Rally Championship

Recent Results:

Jaffa Stages, 6th o/a, 3rd in Class

Cadwell Park Stages, 15th o/a, 1st in Class

Wyedean Stages, 42nd o/a, 11th in Class

Malton Forest Rally, 59th o/a, 4th in Class

Harlech Junior Stages, 3rd o/a

Rali Ceredigion, 19th o/a, 1st in Clas

What is your earliest memory of motorsport?

Sitting two inches from the TV watching F1 with my dad and asking if the red car was Michael Schumacher and if he was winning.

What has been the highlight of your career to date?

Last year's Rali Ceredigion, where Chris Richmond-Hand and I finished 19th overall and 1st in class. We'd never sat with each other; it was Chris' first tarmac Rally on notes; and it was the most complex Rally I had ever done! The car had also been built in the six weeks leading up to the event! It was a crazy dream, and the weekend went perfectly.

What has been the lowest point?

Not so much a specific event, but as I don't have parents who compete, marshal or have any involvement in motorsport, sometimes it is easy to doubt yourself and the decisions you are making. However, I have had some great people over the past few years who have given me some very valuable guidance.

What has been the best opportunity?

Being accepted onto the Academy for 2025. I came to Rallying almost by accident when I was at university, and I've made my own path. I taught myself as much as I can with the help of some kind people along the way and I'm excited to push forward and take the next step.

What are your aims and when do you want to get there?

To compete in the WRC. This year I'm looking to get experience on certain Rallies in R5/Rally2 cars with a view to committing to a full Championship next year. Hopefully, my performances will then speak for themselves, allowing me to step up year-on-year.

If you could get career advice from one person in motorsport, who would it be?

As a woman in Rallying, I would love to talk to Michelle Mouton and Fabrizia Pons about their time in the WRC.

What is the biggest thing you have learned from the Academy?

I have only just started, so I can't wait to find out what I learn over the next year!





Ruan Lowry

Born: Strathdon, 2nd December 2006

Academy Programme: Enhanced DiSE

Competes: Scottish Rally and Scottish Tarmac Rally Championships

Recent Results:

Crail Summer Stages: 4th, Class 1

Mach 1 Stages: 7th, Class 2

Kingdom Stages: 7th, Class 2

What is your earliest memory of motorsport?

When I was younger, I watched F1 on the BBC and set up a couple of screens so I could see different views and driving telemetry and that fired an interest. The telemetry helped me think about the driving in different ways, like how to tackle slippery corners.

What has been the highlight of your career to date?

Coming fourth in only my tenth ever rally at Leconfield was the moment I realised I could make it in Rally driving. I had been a late starter to motorsport, and it was only the second event of my second season.

What has been the lowest point?

In my first race as a senior, in the MG3 Challenge, I was third after Stage six but had to call it a day after a gearbox failure in the hire car. It was tough, but I had to quickly develop a maturity to deal with these setbacks and refocus straight away and look towards the next rally.

What has been the best opportunity?

I don't come from a motorsport background, so an introduction to the team at Junior Rally Scotland in late 2021 was instrumental in helping me to become competitive and secure a place on the DiSE course. All the team there were fantastically supportive in helping me get to where I am now, especially my co-driver Ian McRae. I was lucky enough to sit in with Gary Pearson, who gave me valuable pointers and advice which motivated me to keep pushing when sponsors are thin on the ground.

What are your aims and when do you want to get there?

My goal must be WRC, but obviously you have to build up to it. I'm hoping the next five years will be good to me and I will

get the chance to show what I'm capable of in single make championships then join the JBRC.

If you could get career advice from one person in motorsport, who would it be?

If I had to choose one driver, right now, it would be Chris Ingram. He's come from a non-Rally family with no funding and achieved so much, so I'd love to hear how he managed to get through the rough patches to the heights of his achievements. I have found performance coach Enzo Mucci's race driver coaching books and videos incredibly helpful. I took part in an international panel to question him and former Benetton F1 Team Commercial Director and Lola F1 Team Marketing Director Brian Sims, and they gave great advice from their fields.

What is the biggest thing you have learned from the Academy?

It has been a great source of information and skill building, and training on the simulators has been invaluable. Spending time at the iZone Driver Performance Centre has been great for work on driving tactics and improving my driving response times, while talking through issues with my tutors has helped me build a wider understanding of the industry and make decisions based on their advice. Time in the workshop has reinforced things I've learnt in the garage with my navigator, helping me to fix things while out on stage and under pressure. And finally, learning business skills has made me appreciate how sponsors and industry see drivers and how to approach them.

What is your biggest challenge?

The Border Competitions Jim Clark Rally in May will be my first big challenge this year. But... the biggest challenge of all, as always, is securing the sponsorship that will help me build up seat time to fulfil my potential.



Rowan Campbell-Pilling

Born: Sheffield, 30th December 2006

Academy Programme: Team UK Futures

Competes: British F4

Recent Results:

British F4: 10th o/a, 3rd placed Rookie, with two podium finishes and 19 Rookie podiums in 30 races and the Pirelli 'Hardest Charger Award' for most overtakes in his debut race weekend.

What is your earliest memory of motorsport?

I have fond memories of Karting at a family friend's indoor track in Pontefract. There wasn't a track in Sheffield, so we travelled for an hour after school every week to kart for a few hours.

What has been the highlight of your career to date?

I have three. Winning races in IAME X30, Junior and Senior Karting; winning the Daniel Ricciardo Series Junior Championship in 2021; and getting on the overall podium in my third British F4 race, a new record for a rookie in the new car.

What has been the lowest point?

Last year, an F4 car stalled at the start of a reverse grid race at Silverstone, and I was completely unsighted. I had a large crash that was unavoidable – but thanks to the incredible safety and technology developed by Tatuus and the FIA, I was able to jump out uninjured and walk away.

What has been the best opportunity?

After a successful Karting career, many British F4 teams wanted me to test for them. Fulfilling the jump to that level and then having some incredible results and performances throughout the year has been testament to our focus and determination to succeed.

What are your aims and when do you want to get there?

One day I want to be F1 World Champion. That's been my childhood dream since I first started Karting, watching the likes of Lewis Hamilton and Nico Rosberg fighting at incredible speeds for World Championship titles.

If you could get career advice from one person in motorsport, who would it be?

Any F1 World Champion, because they have achieved what I want to achieve one day. I'd like to learn everything about their journey to reach the top level and then what it takes to become a World Champion. It would be amazing to hear stories from Jenson Button, Lewis Hamilton and Max Verstappen.

What is the biggest thing you have learned from the Academy?

The importance of preparation. On one of our trips to the iZone Driver Performance Centre, we got to do lots of simulator work in different cars, including F4, GT3 and even a Mini! That really tested our skill sets as drivers and showed how important simulator work is before going into real cars on real tracks. Being around talented leaders is also great, as we can talk to them about our journeys and learn from their experience.

How did things go last season?

Last year was incredible. I achieved a lot, gained the experience I needed and set new rookie records on the way. The biggest challenge, of course, is always wanting to achieve more. There are so many aspects to a year in British F4 – from the preparation to be on point for racing to the media duties and my charity work with The Children's Hospital Charity. I have loved the journey with British F4 so far!





Taylor Barnard

Born: Norwich, 1st June 2004

Academy Programme: Team UK

Competes: Formula E with Neom McLaren

Recent Results:

Formula E:

Jeddah 3rd / 2nd;

Mexico City, 14th;

Sao Paulo, 3rd

What is your earliest memory of motorsport?

Watching my dad in Karting when I was seven years old. Just being around the paddock as a little kid, seeing all the karts going around, it's just exciting and that is what inspired me to want to have a go.

What has been the highlight of your career to date?

The Formula E Jeddah weekend. It's my rookie season in Formula E and I had two podiums in one weekend, which is uncommon for most drivers. To have such a good result so early on was not expected at all, but very much welcomed.

What has been the lowest point?

The 2021 Formula 4 season was difficult because we didn't have the car, or the finance and it was a struggle. I didn't even complete the year, so it was very difficult not knowing if I would have a drive going forward. Fortunately, though, that winter a new F4 team invited me to test in the UAE, I ended up doing the Championship out there then that led onto the European season.

What has been the best opportunity?

Securing a full-time seat at the Neom McLaren Formula E team. I was the reserve and development driver and just worked as hard as I could, being there all the time, paying attention in all the meetings. Then one of the drivers had an incident that allowed me to drive a couple of races, and it all developed from there.

What are your aims and when do you want to get there?

To be a Formula E champion. This year!

What is the biggest thing you have learned from the Academy?

I'm looking forward to getting involved in the Academy this season as I haven't had the time or opportunity so far. It is great to be able to learn and improve both as a driver and a person, and I will take every chance I can to do so.

How has your season been so far?

So far, very good! I was Formula E's youngest ever podium winner in my first race at Sao Paulo and its youngest pole sitter in Jeddah, and even when we didn't have such good performance, the team has been so supportive there has been no point where I felt weak, under pressure or flustered. Formula E is very close and, as a rookie, to race against all these drivers – world champions of everything – and be so super close in such an equal environment is amazing.



Plymouth MC helps run several Speed events

Plymouth Motor Club

Plymouth Motor Club has used its positive collaborations with other Clubs in the region to reboot a long-lost Road Rally.



This month saw the return of the Plymouth Rally, an overnight event that last took place 20 years ago. Successfully resurrected by Plymouth Motor Club, it is the perfect example of how success breeds success and demonstrates how a bit of positive local collaboration between Clubs can help regenerate motorsport within a region.

Plymouth MC was formed in 1908. It was built on strong grassroots foundations, and it is most recognised in the region for its Speed events. It runs the annual Werrington Hill Climb in May, collaborates with other Clubs on the Wiscombe Park Hill Climb, and is also involved in the Watergate Bay Sprint.

Peter Locke, the co-ordinator of the two-day Bank Holiday Werrington Hill Climb, says Speed events have boomed in popularity in the South West since the COVID-19 pandemic and he explains: "Hill Climbs and Sprints have always been popular down here but in recent years the interest has really taken off.

"I think that is partly because there are no race circuits for people to go to in the region and also because there are fewer and fewer Stage Rallies down here and they are very expensive things to do, so we've found that quite a lot of people with those kinds of cars have started to enter them in Hill Climbs and Sprints instead."

Evolving Participants

This is becoming such a popular trend that the regional championship, which is run by the Association of Southwest Motor Clubs (ASWMC), has even introduced a class specifically for Stage Rally cars. It has also encouraged a growing number of long-time Stage Rally participants to keep their passion going later on in life.

Locke explains: "They are great for people to come and test their cars before they do a Stage Rally but because they are shorter events, they're also good for people who have been Stage Rallying for a long time, but these days perhaps don't want to tackle a whole Stage Rally. They have still got the car, so they come out and use the car in a Hill Climb or a Sprint.

"As a Club, we are now involved in the organisation of three different Speed events in the region during the year, and the Werrington Park Hill Climb is now three years away from its 50th anniversary. It is one of the longer hills in the Southwest and is such a popular event, a lot of people want a place on the list and entries always fill up in record time."

Locke says the event is so popular it could be run more often but there are challenges to doing so and he adds: "People ask me every year if we could do more, but the landowner is not keen on having another weekend and, quite honestly,

I am the main organiser and I don't think I could physically do another one! There is an awful lot of work that goes into it, but it is worth it."

The increasing popularity of all the local Speed events means there are now plenty going on in the region, and as a means of further encouragement, there is now a Cornish Speed Championship, which is a county-based competition for Hill Climbs and Sprints that is still competitive, but a little less intense than its bigger cousin.

"The regional championship involves between 15 and 20 rounds and has more than 120 participants," explains Locke. "It is one of the most popular regional Hill Climb championships in the UK, but it is also quite competitive, so because Plymouth is only ten minutes from Cornwall, the Cornish Speed Championship is also popular with Club members.

"That one has around ten events in four venues, and it is very friendly. We have about 45 contenders who get involved, and most will do four or five rounds or even more. It is also quite hotly contested – there is a lot of friendly rivalry, and it is just another good opportunity for people to get their cars into action."

Building Collaborations

Putting on events can be challenging, but in Plymouth MC's case, positive collaboration with other nearby Clubs has helped put its name on the Speed map and enabled the Club to rebuild a strong post-pandemic grassroots base and, from that, add another major event to its roster.

Having once ran a busy schedule of Autotests, Scatter Rallies and 12 Car events, the loss of an Autotest venue and the reduction of Scatter Rally numbers has put more focus on 12 Car rallies at Plymouth MC. That could have been a problem, as its close neighbour South Hams Motor Club is also an established 12 Car organiser, but instead it turned into an opportunity.

"We are in the same part of the world so trying to share the roads out could have been a bit of a challenge, but we coordinate what we do with them, and it has worked out well," says Locke. "We have, for many, many years, always run our 12 Car series on the last Friday of the month, so they fit in during the mid-month.

"We tell them where our events are planning to go, when we are going, the roads we are going to use, and they avoid it. They do the same, and working together like that makes



12 Car Rallies have become a focus for the club



sure we can put on plenty of events that do not upset the residents but also that feeds the appetite of the local club members who do like to participate.

“There is a good crossover of people that compete in the events of both Clubs and that is all part of it. When officials and Marshals and even competitors are in relatively short supply, if you can cooperate with your neighbour, as we do, it can boost all three – and that is partly where the plan for the Plymouth Rally came from.”

Rally Resurrection

The idea of resurrecting the Plymouth Rally was first raised in the Autumn of 2023, but plans foundered when a suitable route could not be found, and the idea was shelved. It was discussed over Christmas drinks in the Locke household and he recalls: “There has always been an appetite to do that sort of thing here in Plymouth, but as with everything, it takes somebody to want to do something for it to happen...”

“My son-in-law, Rich, and I were chatting, and he said, ‘Do you think that we could resurrect the Plymouth Rally if we moved the area to somewhere like Launceston?’ I said he should give it a go and so he has pushed it and pushed it and now it is about to come to fruition. All credit to him for the amount of time and effort that he spent sorting it all out.”

The Club’s Chair, Simon Heywood, who is very active in Road Rallies in the South West, put his weight behind it, and

thanks to the positive collaboration with South Hams that had already been established through the 12 Car events, the Club started to seriously think about putting on another bigger Interclub event.

The success of the Hill Climb events it is involved in put the Club in a favourable financial position and it was able to take a punt on the resurrection. With enough money in the coffers to cover putting on the event, they decided to go for it, with the mindset that it did not matter how many entries it attracted.

“We saw a gap in the market where there was a space in the calendar in March that we could run the event,” continues Locke. “We had to wait a year, because it takes a lot of time and effort to organise a Road Rally, there are lots of different aspects to it and lots of people you have to talk to.

“We’re running it as our Club but working together with South Hams. They are providing us with assistance to get the job done and in turn, we will be helping them with the Road Rally that they run a bit later in the year. And that is how it works. Their members will take part in our events, and vice versa.

“We have a very good working relationship with them and with the Route Liaison Officer (RLO) of the region, and we have had people from within all parts of the club step up and get involved. We have got a Stage Rally participant as chief marshal and people from within South Hams are doing some of the PR work.



“It is run on the public highway, starts late on the Saturday evening and runs through to the early hours of Sunday morning. It is around 120-150 miles with a petrol halt in the middle somewhere. It has become very much something that people have got behind and that is what has got it to where it is now.”

Building the Future

The Club now has a strong offering that combines Club-organised Interclub Hill Climb and Road Rally events, a solid grassroots base in 12 Car Rallying and a positive collaborative relationship with its nearest neighbour. As a result, there is a healthy appetite for motorsport in the area and Locke feels hopeful that this can grow.

The region is such a popular holiday destination, however, that visitors gridlock the roads in the summer and the increase in holiday home owners means there are fewer people around in the winter. Locke acknowledges that adds a unique challenge to putting on events – but recognises that there could be a beneficial side to that too.

He explains: “There are fewer and fewer roads around here that you can use and because there are a lot of holiday homes down here these days, compared to 30 years ago, it is becoming harder to try to persuade people they are not going to notice you going past at 12 o'clock at night on a Road Rally!

“There is a thought, though, that maybe we could work with holiday let owners and encourage them to create packages for Road Rallying weekend holidays. A sort of motorsport tourism. It is a beautiful region and maybe we could encourage people to come down to from all over the UK to enjoy it and do a Road Rally at the same time.”

The Club seems ambitious in its future focus, and by handing the organisation baton to his son-in-law for the Club's second Interclub event, Locke has shown there is hope that the club could move from generation to generation. Assuming the Plymouth Rally is a success. Then it is on to the next one.

“The success of one event enables you to nurture another,” concludes Locke. “The Hill Climbs have got a spectator base and they generate the revenue to be able to run these other events at a subsidised price. You are fishing in one direction to catch somebody in a different direction.

“We are now starting to look at Autotests again because we want to bring them back too. We have been looking for a new venue ever since we lost the last one and are now talking to somebody who might be able to help. It is at an early stage at the moment, but there is hope that something will come out of that.

“We have always been the sort of Club where you get two or three generations of a family involved, so there is a natural progression. My wife is involved, my two daughters and their partners are involved, and we have great hopes of the three granddaughters being involved eventually, although they're only one and three right now!

“The oldest one is quite happy to sit in my car and be driven around the fields while we setup the venue, but cannot reach the pedals to drive yet! There are lots of families in the Club who are continuing the motorsport line like that, and that makes it far easier for the Club to put on these sorts of events and to evolve into the future.”



To find out more on Plymouth Motor Club and its growing range of activities, see <https://plymouthmotorclub.co.uk>

Wera Tools British Kart Championship Rotax O Plate

14th-16th March, PFI kart circuit, Brandon, Lincolnshire

The Rotax season kicks off at PFI with a battle for the prestigious 'O Plate' across four different categories. The weekend will also see the Tillotson T4 Junior and Senior classes battle it out in the for a ticket to the Nations Cup International Finals in Valencia. Classes racing include MicroMax UK, MiniMax 950, Junior Rotax and Senior Rotax. The event can be used to gain a qualifying signature for the British Kart Championships in 2025.

<https://britishkartchampionships.org/events/rotax-british-o-plate-pfi/>



KartPix

Peter Blankstone Sporting Trial

16th March, Shelsley Walsh, Worcestershire

The Midland Automobile Club will be hosting a round of the Motorsport UK British Championship on the high banks of the Shelsley Walsh Car Park next to the historic hill climb track. The aim is to drive as far as you can over a laid-out section without stopping, the passenger can help progress greatly, by the transfer of weight from one side of the car to the other. Gloriously muddy with many smiling faces as these tiny cars face impossible gradients and slippery surfaces.

www.motorsportuk.org/events/british-championships/british-sporting-trials-championship/



Cadwell Park Sprint

29th March, Cadwell Park, Lincolnshire

Cadwell Park hosts the season opener for the 2025 Woodford Trailers British Sprint Championship, and with six new registered drivers, Dave Mockford, Duncan Barnes, Ethan Faulkner, Martin Pickles, Cathy Sewart and Mike Taylor, it promises to be another exciting season. Defending champion Chris Jones is back, with a fresh upgraded engine, and almost all the other chasing pack have undertaken extensive tweaks in pursuit!

www.barc-midlands.co.uk/about-the-centre/2025-midlands-centre-sprints/



JCB Photography

GO Tour of the Sperrins

5th April, Magherafelt, Northern Ireland

The GO Tour of the Sperrins, as won by M-Sport's Josh McErlean last year before taking the step up to the FIA World Rally Championship, will be round two of the Motorsport UK Brown & Brown Northern Ireland Rally Championship. Six road closed stages (at three locations), measuring almost 42-mile in total, are planned across two legs, starting from 10.30am.

www.magherafeltmotorclub.co.uk/tots/



Neilpics.com

Bognor Regis MC Clubmans Autotest

5th April, Alpaca Field, Southend Farm, Sidlesham, PO20 7PS

Come and join the Bognor Regis Motor Club for the first Autotest of 2025. The club is running at least six Autotests this year as a Championship series of events, with prizes at the end of the year. Whatever you drive there is a class for you, including electric cars. The day starts at 0900 and usually finishes by 1600. Map ref: OS map ref:SU850004. What3Words: enormous.domain.forget

www.bognor-regis-mc.co.uk/clubmans-autotest-championship



British GT Championship

5th-6th April, Donington Park, Leicestershire

A two-hour endurance race around Donington kickstarts this year's British GT Championship, and although Ferrari's long-awaited return grabbed pre-season headlines, it's the reigning GT3 and GT4 champions – Rob Collard and Jack Brown – who start 2025's campaign as title favourites. Collard could clinch a third GT3 crown in as many attempts, while Brown is hoping to become the first driver to win two GT4 championships.

<https://www.britishgt.com>



JFP

Manx Rally

11th-12th April, Douglas, Isle of Man

Jason Pritchard and Phil Clarke will aim for a recording-breaking sixth Manx Rally win when they start Round 2 of the Protyre Motorsport UK Asphalt Rally Championship. They will be battling it out with Neil Roskell and Rob Fagg, Mark Kelly and Will Atkins, Damian Cole and Rhodri Evans, and Hugh Brunton and Richard Crozier to see who can grab the podium slots this time.

<https://www.manxautosport.org/manx-rally>



Mark Sims

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Carlisle Stages

12th April, Kielder forest, Northumberland

The Carlisle Stages marks the second round of the Probiote British Rally Championship. It was last year's BRC runner-up William Creighton who took a dominant season-opening win in his Toyota Yaris. He will need to adapt quickly to the super-fast Kielder Forest tests, but with the likes of Keith Cronin and James Williams giving chase, its sure to be another scintillating BRC battle.

Daniel Mennell took his maiden Fuchs British Historic British Rally Championship victory at the Riponian on home soil, however a repeat in the Kielder Forest tests of the Carlisle Stages is a tall order with the usual intense BHRC competition likely from Adrian Hetherington and David Crossen.

A revised calendar for the 2025 Motorsport UK Pirelli Welsh Rally Championship has been announced following the cancellation of the opening two events of the season in the aftermath of Storm Darragh. The season will now open with an 'away event' in the mighty Kielder Forest as the championship joins the British and British Historic Rally Championships on the Carlisle Stages. The trip to Kielder offers an ideal season opener before the planned start of the Welsh forest rallying season with the Plains Rally in May.

<http://racrmc.org/carlisle-stages/home>



British Rally Championship

Russ O'way

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RESULTS

Latest results across the different types of motorsport governed by Motorsport UK

Protyre Motorsport UK Asphalt Rally Championship



James Williams scored maximum points on the opening round of the 2025 Protyre Motorsport UK Asphalt Rally Championship – the East Riding Stages. Co-driven by Ross Whittock, the Newcastle Emlyn driver led event from start to finish. The double and defending Protyre Asphalt champion Callum Black co-driven by Jack Morton had to settle for second place, and while Neil Roskell and Rob Fagg completed the podium.

Latest Championship Positions

1st	James Williams	30 points
2nd	Callum Black	28 points
3rd	Neil Roskell	27 points

The Reis Motorsport Insurance Motorsport UK English Rally Championship



The English Rally Championship returned with the Malcolm Wilson Rally and eight special stages in the Lake District forests. There are five joint leaders, all from different classes but who each came away with maximum points scores. The second round of the Championship is the Border Counties Rally in two months time.

Latest Championship Positions

1st=	Oliver Waggett	25 points
1st=	Matthew Hirst	25 points
1st=	Dylan Fowler-Bishop	25 points
1st=	David Henderson	25 points
1st=	Russ Thompson	25 points

Probite British Rally Championship



William Creighton and Liam Regan made a triumphant return to the Probite British Rally Championship, clinching victory at the opening round – the East Riding Stages. Last year's BRC runners-up claimed seven stage wins from ten tests and finished over 23 seconds ahead of Keith Cronin and Mikie Galvin, with James Williams and Ross Whittock rounding out the podium just ten seconds further back.

Latest Championship Positions

1st	William Creighton	25 points
2nd	Keith Cronin	18 points
3rd	James Williams	15 points

Brown & Brown Northern Ireland Rally Championship

NeilHicks.com



Aaron McLaughlin and Darren Curran led from start-to-finish at the Brown & Brown Northern Ireland Rally Championship opener at Bishopscourt's Race & Rally Stages. Experienced Bishopscourt Stages driver Derek McGarrity was an early second, with Jonathan Greer and Niall Burns third, but a crash on the repeat that would rule the pair out. Greer's exit promoted Stuart Biggerstaff and Stephen Jess to third and they were hunting down the leader at the mid-event service. A change in direction for the stages and Biggerstaff was quick to adapt, bringing the gap down to a mere 0.6 seconds, while McGarrity won the stage to stay in contention. McLaughlin went all out on the penultimate stage and confirmed the win on the final lap of the County Down venue. McGarrity was third after stage three and remained there at the finish.

Latest Championship Positions

1st Aaron McLaughlin / Darren Curran	30 points
2nd Derek McGarrity / Conor Duffy	28 points
3rd Darren Gass / Damien Connolly	27 points

Motorsport UK Sporting Car Trials Championship

Rob MacDonald



Hagley and District Light Car Club hosted a round of the British Sporting Trials Championships on the 16th of February at the scenic Apley Estate in Norton, Shropshire. The weather for once in February played nicely, the persistent rain of the preceding day gave way to a grey, bitterly cold but dry day. This worked out very nicely: giving a lovely balance to eight different hill layouts, providing a very fair challenge 28 crews who participated, there were a lot of smiling faces during the rounds and at the conclusion of the event. Time to clean everything down and do it all again next year.

Championship Positions after Round 1

1st	Thomas Bricknell	15 points
2nd	John Firth	14 points
3rd	Peter Fensom	13 points

Robert Clayson



The Walsingham Trial was an event of two halves, dry and grippy or damp and slippery, the driver who could master both would likely be the winner. On the day Tom Bricknell was that driver, only losing 27 points over 24 hills to win, with the next lowest score being Andy Wilks on 31.

Championship Positions after Round 2

1st	Thomas Bricknell	30 points
2nd	Andy Wilks	26 points
3rd	Peter Fensom	25 points

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The Parting Shot

Double British Rally Champion Jonny Milner returned to the BRC at the East Riding Stages last month. Paired with Duncan McMath in the co-driver's seat, the Toyota Team Europe WRC Corolla was quite a sight on the closed roads of Yorkshire. Unfortunately, an alternator issue meant early retirement on the road section to Stage 5.

"An amazing weekend," said Milner. "A huge shame it ended early with a mechanical failure – times were looking good, and I was just getting back into it. It was awesome to be back!"

<https://britishrallychampionship.co.uk>

